

GRAIN DEALERS' JOURNAL

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CHICAGO, ILL., JANUARY 10, 1904.

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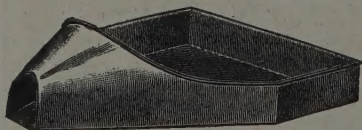
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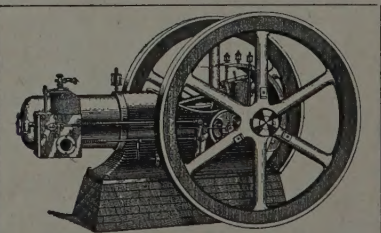
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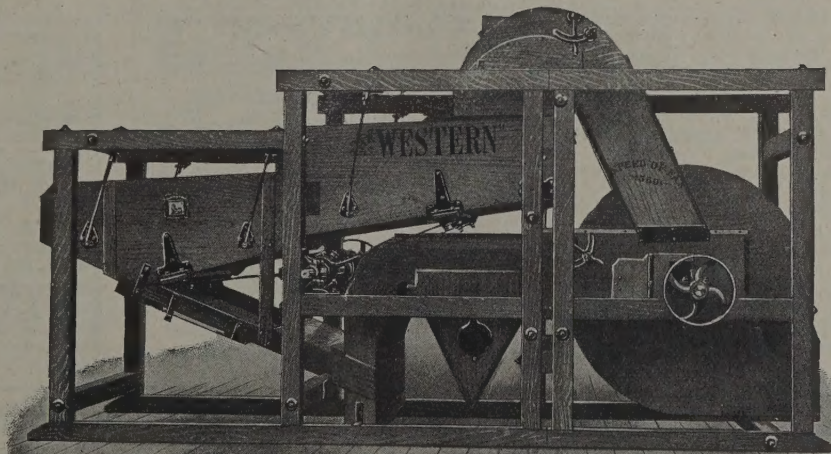
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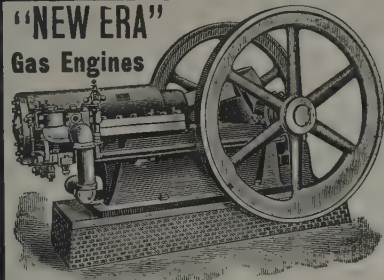
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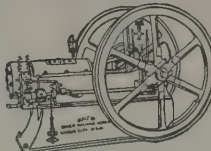
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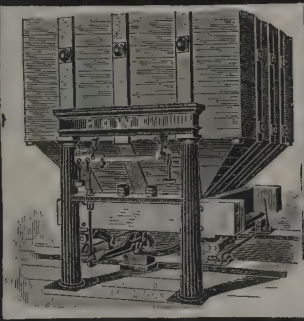
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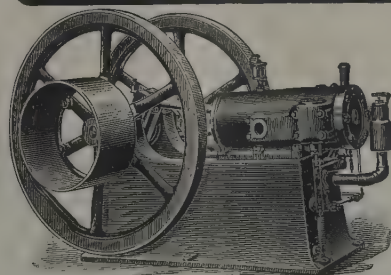
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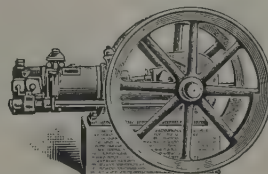


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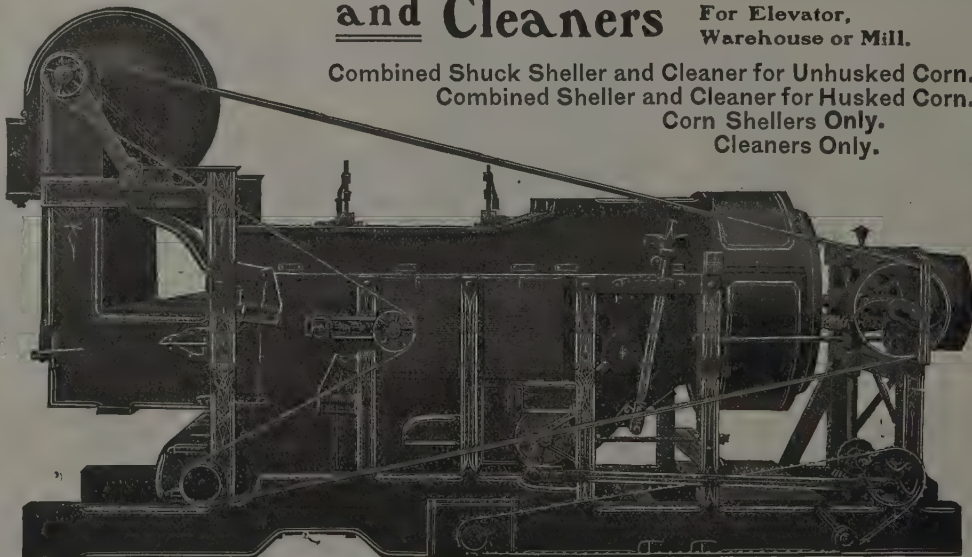
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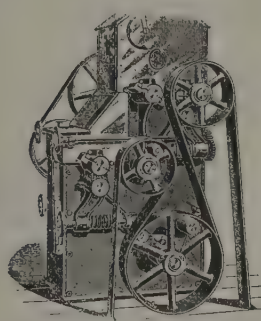
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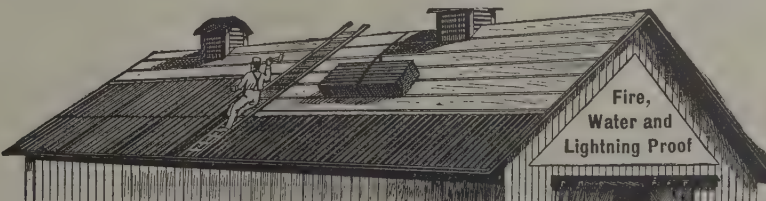
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Engineer and Mechanical Expert. Manufacturer of Grain Elevator Machinery and Supplies, Pumps, and Special Machinery of all kinds. Engineering, Superintending and Expert work a specialty. Correspondence Solicited.

NOTE—My SPECIAL ear-corn handling machinery is unexcelled. Ear-Corn Boots, Feeders, Drags and Elevator Heads.

W. S. CLEVELAND ELEVATOR BUILDING COMPANY

INCORPORATED

Capital Stock, \$100,000

MINNEAPOLIS, MINNESOTA

General Contractors and Builders

OUR SPECIALTY:

GRAIN ELEVATORS -- Frame, Iron Clad, or Absolutely Fire Proof

HONSTAIN, BIRD & CO.

Builders of

GRAIN Elevators

307 South
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MINN.

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C. M. SECKNER & CO.

Contractors of

Grain Elevators and Factory Buildings

Contracts taken for all kinds of heavy
Work. Estimates furnished if desired.

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GRAIN ELEVATORS AND MILLS

Complete stock of elevator machinery in
stock. Write for prices on anything you
want. Office and warehouses:

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Reliance Mfg. Co.

LARGEST

ELEVATOR BUILDERS

In the State. We build up-to-date elevators
cheaply and quickly. Investigate our system
of handling grain before you decide on
plans. We may have just what you want.

We also manufacture the

RELiance GRAIN CLEANERS

and carry a full line of Elevator Supplies.

1521-1523 Bates St., INDIANAPOLIS, IND.

The grain trade's accepted medium for "Wanted" and "For Sale" ads. is the GRAIN DEALERS JOURNAL of Chicago, because such ads. placed in it bring quick returns.

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were designed and built in such a way as to reduce the fire risk to the minimum. We design and build in wood, steel, concrete and combination materials.

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CHICAGO, ILL.

Does it make any difference to you whether your new house will be as liable to burn as your old one was, or whether the insurance will be greater or less?

If it does, let us make your plans or build your elevator. Of the 300 elevators built by us none have burned. This we claim is due largely to the fact that they

R. C. STONE

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GENERAL CONTRACTOR AND DESIGNER
OF GRAIN ELEVATORS

IN WOOD, STEEL OR COMBINATION MATERIALS
ANY CAPACITY DESIRED

MAKE A SPECIALTY OF STEEL FIRE PROOF ELEVATORS

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G. T. HONSTAIN.
Successor to Honstain Bros.
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Macdonald Engineering Co.,
DESIGNERS AND BUILDERS OF
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ELEVATOR BUILDERS
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Plans and Specifications a Specialty. CHICAGO

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Grain Elevator
Designer & Builder
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crete Construction
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OLSON BROTHERS,
Practical Elevator Builders
and MACHINERY ERECTORS
172 Grand Avenue, Chicago, Ill.
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Builders of

FIRE PROOF STEEL GRAIN ELEVATORS.

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Send for illustrated catalog on fireproof steel grain elevators.

FIREPROOF STORAGE

Does away with the fire hazard and pays for itself
by saving insurance premiums.

We build Grain Elevators of every description.

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MINNEAPOLIS, MINN.

WE make plans for and build up-
to-date elevators. We do
first-class work only. If you intend
to build write us about it.
HENDERSON & FRIEDLINE,
LAFAYETTE, IND.

LUND, RUD & CO.
Contractors & Builders of
Grain Elevators
Plans and specifications furnishd on short
order. 14 years' experience in latest im-
provements. 313 South 3rd St., MINNEAPOLIS, MINN.

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CONTRACTORS & BUILDERS OF
Grain Elevators
AND
Warehouses
Plans and Specifications Furnished. Call
on or write us.
309 S. Third St., Minneapolis, Minn.

Office, 226 Flour Exchange
L. O. HICKOK
DESIGNER AND
BUILDER OF
Grain Elevators
any Design or Capacity
MINNEAPOLIS, MINN.

Secured Position.

Maurice Garrison of Atlantic, Iowa, writes: The first issue of the Grain Dealers Journal located me in a good position; and I have had several offers of good positions since from the advertise-ment.

The Practical Gas Engineer (Second Edition)

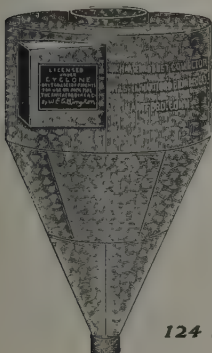
A Manual of Practical Gas and Gasoline Engine Knowledge, Covering Errors to be Avoided in the Construction of, and How to Erect, Operate and Care for Gas and Gasoline Engines. For the Gas and Gasoline Engine Owner, Engineer or any one wishing Plain and Practical Information on this style of Motor.

By E. W. Longenecker, M. D.

The index is complete, occupying 15 pages. In it every point regarding Gas and Gasoline Engines is listed alphabetically. The page and paragraph numbers are given which enables the user readily to find the information desired.

This book contains 140 pages, is of convenient size, printed on book paper and neatly bound in cloth. Price \$1.00.

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235 LaSalle St., CHICAGO



ARE YOU TROUBLED

with the dust from your Exhaust Fan?
If so, the

Hartford Dust Collector

will obviate the nuisance.

Leaflet No. 55-M tells all about them.

HEATING, DRYING AND EXHAUST SYSTEMS.

Forced and induced mechanical draft.

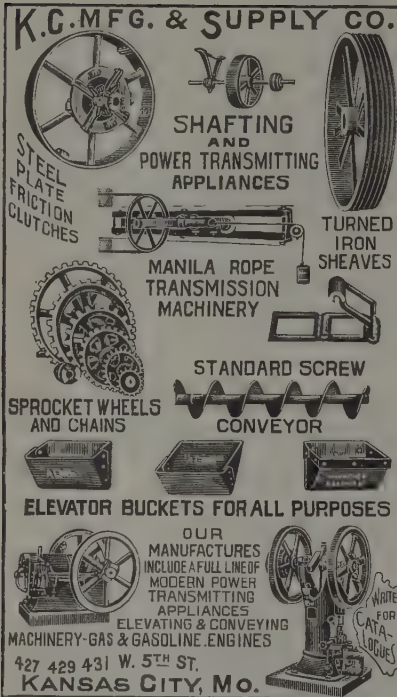
THE HARTFORD BLOWER CO.

124 Suffield Street

HARTFORD, CONN.

GRAIN ELEVATOR SUPPLIES.

K.C. MFG. & SUPPLY CO.



STEEL PLATE FRICTION CLUTCHES

SHAFTING AND POWER TRANSMITTING APPLIANCES

TURNED IRON SHEAVES

MANILA ROPE TRANSMISSION MACHINERY

STANDARD SCREW CONVEYOR

SPROCKET WHEELS AND CHAINS

ELEVATOR BUCKETS FOR ALL PURPOSES

OUR MANUFACTURES INCLUDE A FULL LINE OF MODERN POWER TRANSMITTING APPLIANCES ELEVATING & CONVEYING MACHINERY—GAS & GASOLINE ENGINES

427 429 431 W. 5TH ST. KANSAS CITY, MO.

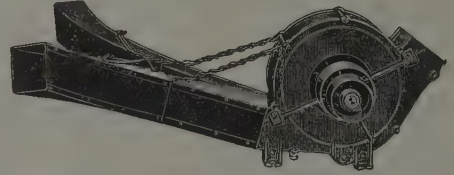
WRITE FOR CATALOGUES

PAYS FOR ITSELF QUICK.

TAYLORVILLE, ILL., Nov. 4, 1901.
MAROA MFG. CO., Maroa, Ill.
Gentlemen:—I take pleasure in recommending the Boss car loader. I have used it successfully in loading corn, wheat, rye and oats. It will do more than represented and will pay for itself in a very short time. Respectfully,
ADAM RITSCHER.

From the above it will be seen that the machine will handle all kinds of grain. We make them in five sizes with capacities of from twenty to sixty bushels per minute. We are glad to send them on trial where they are not known.

MAROA MFG. CO., Maroa, Ill.



You Want It

THE IDEAL CAR LOADER is guaranteed to give satisfaction. If it fails to do all we claim, it costs you nothing.

Write for catalog, giving full description and price.

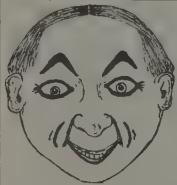
**THE IDEAL CAR LOADER CO.
ALLENVILLE, ILL.**

ELEVATOR BUCKETS

The Fuller Patent Steel Bucket is stronger, will carry more and make better delivery than any other.



MADE BY
**Cleveland Elevator Bucket Co.,
Cleveland, Ohio.**



WHY AM I SO HAPPY?

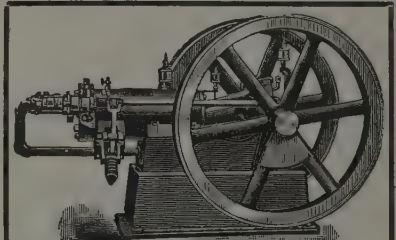
Because I bought the best grain handling machinery on the market. If you intend to build or improve your elevator it will pay you to write about it to

The B.S. Constant Co., Bloomington, Ill.

WHEN YOU WANT ANYTHING IN THE LINE OF
Machinery, Belting or Supplies

It Will Pay You (and Us) to get our Prices.
Good Stock, Prompt Shipments, Try Us

MIDLAND MACHINERY CO.,
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"Built for Business"

By Mechanical Engineers
in a Modern Shop

Sole State Agents HOWE Gasoline
Engines. Agents HOWE Scales.

Manufacturers of Elevating, Conveying and Transmitting Machinery.

Send us your RUSH orders.

**York Foundry and Engine Works
YORK, NEBRASKA**

Skillin & Richards Mfg. Co.

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CONVEYING AND ELEVATING MACHINERY—Pulleys, Hangers and Shafting.
FRICTION CLUTCH PULLEYS—Rope Transmission, Link Chain Sprockets, Salem Buckets.

MILL AND ELEVATOR SUPPLIES OF ALL KINDS.

GRAIN ELEVATOR SUPPLIES.

A GRAIN SPOUT

That will load cars without shoveling.

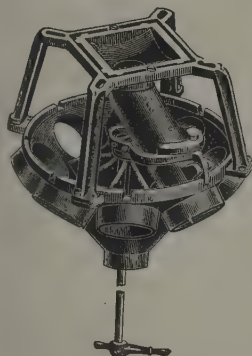
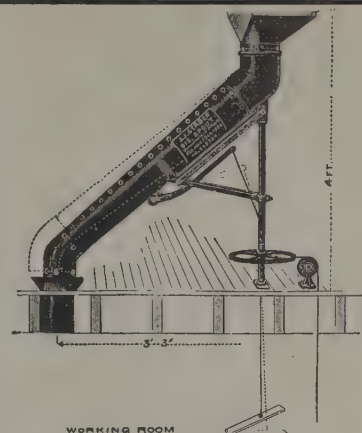
It is worth its weight in gold. It will save you in labor all it costs in less than a month.

Send for Prices to

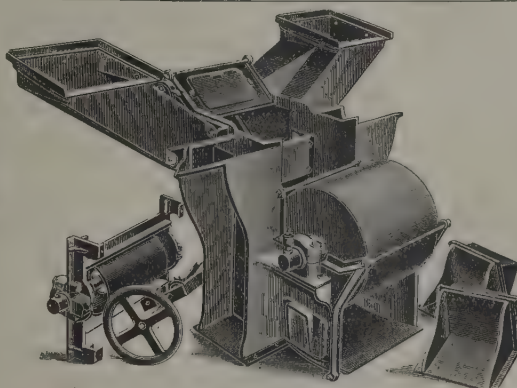
H. SANDMEYER & CO., Peoria, Ill.



"The Gerber Improved Distributing Spout is the remedy for mixing grain. Try one and be convinced that it is the best spout you can have in your elevator. Elevator spouting a specialty. Address J. J. Gerber, Minneapolis, Minn."



NON-MIXING



NON-CHOKING

ELEVATOR SUPPLIES

We can equip your elevator from top to bottom. If you need a gasoline engine, a grain cleaner, scales or anything for your elevator, we have it and can ship promptly. Get our catalog now, then tell us your troubles.

C. D. Holbrook & Co.
MINNEAPOLIS, MINN.

HALL

SIGNALING Distributor

Saves its cost (sometimes in one day) from grain mixed in cupola.

Lasts Forever.

SIGNALS OPERATOR

"Bin Full" or "Spout Clogged," and is so convenient all the time.

UNCHOKABLE Boot

Saves mixing and spoiling grain in pit, in clearing chokes

Prevents fires started by chokes

Doubles } Amount Elevated
Life of Cups and Belt

Four times service rendered.
One-tenth care, trouble, labor.
No moving parts.

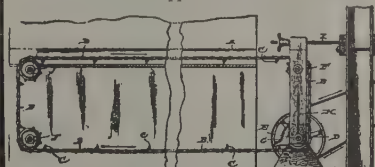
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HALL DISTRIBUTOR CO.

222 1st NAT. BANK BLDG. OMAHA, NEB.

A. H. RICHNER GRAIN FEEDER

Designer and builder of Grain Elevators, Elevator and Mill Supplies of all kinds.



(Patent No. 615,748)

It will pay you to get my 1903 prices before placing your order. Address A. H. RICHNER, CRAWFORDSVILLE, IND.

A PARTNER

HELP or a POSITION,

can be obtained quickly by placing an ad. in the "Wanted" columns of the Grain Dealers Journal of Chicago. It is the grain-trade's accepted medium for "wanted" and "for sale" ads.

Clark's Decimal Grain Values

show at a glance or with the simplest addition the cost of any quantity of grain at any possible market price, and reduces pounds to bushels on same page. Printed in two colors. Quantities are shown in red and values in black figures.

No. 31. Oat Values 10 to 79 cents per bushel and reducing any weight to bushels of 32 pounds. Bound in manila. Price, \$2.00.

No. 32. Corn, Rye and Flax Seed Values, 10 cents to \$1.09 per bushel, and reducing any weight to bushels of 56 pounds. Bound in manila. Price, \$2.00.

No. 33. Wheat, Clover, Peas and Potato Values, 30 cents to \$1.59 per bushel, and reducing any weight to bushels of 60 pounds. Bound in manila. Price, \$2.00.

No. 34. Barley and Buckwheat Values, 20 cents to \$1.49 per bushel, and reducing any weight to bushels of 48 pounds. Bound in manila. Price, \$2.00.

No. 35. The complete book contains the four sets of tables, printed on best linen ledger paper and bound in cloth half leather. Price \$6.00 per copy.

No. 36. The same as No. 35 but printed on 80-lb. book paper. Price \$5.00 per copy.

GRAIN DEALERS CO., 255 La Salle St., Chicago.

GRAIN DEALERS' EXCHANGE.

The rate for Advertisements in this department is 15 cents per line each insertion.

MILLS FOR SALE.

MILL AND ELEVATOR for sale. Good town, good business. Terms to suit purchaser. J. C. McCord, Bloomington, Ill.

PLANSIFTER Mill, 50 to 60-bbl., easy terms; good farming country; side track to door. W. Wieden, Dorchester, Wis.

NIANGUA ROLLER MILL at Niangua, Mo., 207 miles west of St. Louis, on side track of St. Louis & San Francisco R. R. This is a modern, 80-barrel steam flour mill, with facilities for handling and shipping grain. A bargain for some one. For description and particulars, address Max & Beckett, Niangua, Mo.

**TO BUY
SELL
RENT or
LEASE an
ELEVATOR**

Place an ad. in the "Wanted" or "For Sale" columns of the GRAIN DEALERS' JOURNAL of Chicago. It will bring you quick returns, yet cost you only 15 cents per line. Try it.

ELEVATORS WANTED.

ELEVATORS WANTED, one or two, well located. Cowen Bros., Wellington, Ill.

GOOD ELEVATOR in good grain district wanted to rent, by reliable shipper. S. E. Waters, Miamisburg, Ohio.

AARON SMICK, DECATUR, ILLINOIS, has elevators for sale or trade in Illinois, Indiana and Ohio. Write him.

ELEVATOR WANTED—To buy, trade land for same or rent, at good point near this vicinity. Address H. S. W. 922 N. 26th St., Omaha, Nebr.

ELEVATOR WANTED in Indiana or Ohio, handling not less than 200,000 bushels annually, with good side lines. Address Greeley & Co., Arcola, Ind.

ELEVATOR WANTED—Located on Rail Road that ships to Chicago. Will pay cash. Write full particulars. Address Geo. Pearce, 110 6th St., Peoria, Ill.

GOOD ELTR. wanted in exc. for a section of fine stock and grain land in southern North Dakota. Union County Investment Co., Elk Point, S. D.

GOOD ELEVATOR wanted in exchange for first class black loam grain farm. Only those desiring to trade need write. Address W. S., Box 51, Cowden, Ill.

ELEVATORS WANTED.

ELEVATOR WANTED in good corn and oat territory. Bank Box 1, care Grain Dealers Journal, Chicago, Ill.

GRAIN ELEVATOR and coal business wanted in exchange for a good farm in central Kansas. Address Lock Box 202, Conway, Kan.

A LINE of from 5 to 20 elevators in northern Iowa or southern Minnesota wanted. Address P. S. R., Room 32, Chamber of Commerce, Minneapolis, Minn.

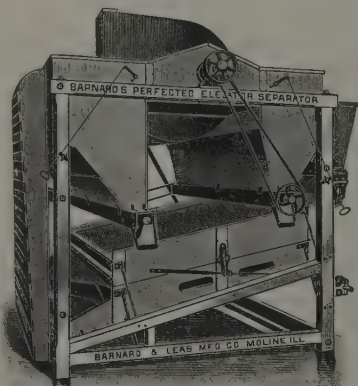
ELEVATORS AND MILLS wanted in exchange for farms and ranches. If you want to sell or exchange list with me. Give description in first letter. Address J. M. Davis, Room 508 Commerce Bldg., Kansas City, Mo.

ELEVATOR WANTED to buy or lease at a good point in western Ohio or eastern Indiana. State number of cars shipped during last year or two; also describe house and name price in first letter. Address J. M. McFarland, New Madison, Ohio.

ELEVATORS FOR RENT.

GRAIN BUSINESS to rent. Man with some means can make money. Write for particulars. T. J. Simpson M. D., Clarksburg, Mo.

Have Not Changed Their Opinion



They still believe the Perfected Separator is the best. Wherever used it meets all requirements and wins the praise of the operator.

CEDAR RAPIDS, IA., Oct. 8, 1903.

BARNARD & LEAS MFG. CO.

Gentlemen:—We have sixteen of your Perfected Separators in use. When we bought those machines we considered them the best on the market, and are pleased to say that we are still of the same opinion.

Yours truly,

AMERICAN CEREAL CO.

The superior sieve and air separations of this machine, and its manner of saving the screenings for feed are features which merit your consideration.

SEND FOR CIRCULARS

BARNARD & LEAS MFG. CO.

BUILDERS OF ELEVATORS AND ELEVATOR MACHINERY, MOLINE, ILL.

GRAIN DEALERS' EXCHANGE.

The rate for Advertisements in this department is 15 cents per line each insertion.

ELEVATORS FOR SALE.

GOOD ELEVATOR in good location for sale. W. R. Bell, Foster, Mo.

ELEVATOR, COAL AND LUMBER business for sale. Address G. H. Carter, Pekin, Iowa.

ELEVATOR at Morrison, Oklahoma, for sale. Address T. J. Donahue, Morrison, Okla.

ELEVATORS in Kansas for sale. Address E. J. Smiley, 37 Crawford Bldg., Topeka, Kan.

WRITE TO AARON SMICK, Decatur, Illinois, if you want to trade your elevator for a farm.

GOOD GRAIN BUSINESS in northwest Iowa for sale. Address Wac, Box 1, care Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE in all the states. List your properties for sale with me. Aaron Smick, Decatur, Ill.

THREE ELEVATORS for sale. Price \$7,500.00. Also one lumber yard and alfalfa farm. Address F. C. Kellogg, McCook, Neb.

ELEVATOR for sale on C. & M. V. and Pa. R. R.'s; 8 bins, 2 dumps; 5,000 bus. ear corn; good grain country. John H. Parks, New Holland, O.

LINE OF FOUR ELEVATORS and Grain Houses for sale in western Iowa. Will sell one or all; large territory. Address Taylor & Emmons, Stuart, Iowa.

ELEVATOR FOR SALE in northern Indiana. Good territory. No competition. Crops are good. Address A1, box 8, care Grain Dealers Journal, Chicago, Ill.

FOR SALE OR EXCHANGE. The only custom elevator in town of 3500. Will deal for cash, land or mining stock that will bear inspection. Wallace E. Mackay, Stockton, Ill.

ELEVATOR FOR SALE—In one of the best markets in Texas; O. K. in every respect. Good reason for selling. Come and see us or address Clifton Trading & Elevator Co., Clifton, Texas.

CLEANING AND HANDLING ELEVATOR for sale or lease. Advantageously located. Modern equipment. Satisfactory terms to proper parties. A snap for somebody. Write us for particulars. Hanna & Leonard, Galveston, Tex.

ILLINOIS ELEVATOR for sale. A postal card will bring you a full, complete and accurate description of an up-to-date elevator, where local conditions are first-class. Located where corn is raised—Douglas Co., Ill. Address John Milt Cox, Arcola, Ill.

NORTHERN INDIANA ELEVATOR for sale; 3 ear corn dumps; 1 shelled grain dump; 3 stands elevators; capacity 25,000 bushels. Handles 250,000 bushels yearly. Good repairs. Good town. Have excellent organization and good margins. Price, \$10,000.00. Address X. Y., Box 11, care Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE.

ELEVATOR in Indiana for sale; capacity 30,000 bushels; crib room 15,000 bushels; modern in every respect; good reason for selling. Address W. E., Box 7, care Grain Dealers Journal, Chicago, Ill.

OHIO GRAIN ELEVATOR for sale; almost new; 40 x 52 ft.; 30,000 bushels capacity; rope transmission; steam power; in fine running condition. Owner too old to run it. Morgan Johnson, Greenville, Darke Co., Ohio.

FOR SALE—A line of ten well located country elevators in Kansas. All or some cash, and terms to suit. Good reason for selling. Best of crop prospects. Write for particulars if you mean business. Address Eagle, Box 5, Care Grain Dealers Journal, Chicago, Ill.

KEWANNA ELEVATOR offered for sale on account of manager's leaving to go into business for himself. None better in northern Indiana. Fine town, schools, etc. Would prefer to sell half interest, although would sell all. Write J. M. Brafford, Winamac, Ind.

OHIO ELEVATOR and Coal business for sale; 12,000 bushels capacity; cleaners, shellers, gasoline power; handles 60,000 bushels of grain, 1,000 tons of coal, annually; on good margins, a snap at \$3,500. Address Cooper Box 1, care of Grain Dealers Journal, Chicago, Ill.

ONLY elevator in southern Ohio town, in extensive corn and wheat valley. Storage 40,000 bu.; modern equipped; built three years. Exclusive coal trade. A fine money maker; owner has not time to give it attention. Price \$6,500, part cash. Address Morgan, Box 9, care Grain Dealers Journal, Chicago.

INDIANA ELEVATOR for sale, new; all new machinery of the latest and best patterns; all up-to-date. Doing a good business. Located in one of the best corn and oats countries, and on a good road, the Big Four. Will sell cheap on account of sickness. Address Lark, Box 12, Care Grain Dealers Journal, Chicago, Ill.

NEW ELEVATOR for sale; neatly equipped; capacity 5,000 bushels; in good farming country; thriving town; good trade; burr and crusher run by 16-h. p. Fairbanks Engine; 5-ton Fairbanks scales. Everything first class. Good place to handle coal, etc. Address Beaver Dam Elevator Co., Beaver Dam, O.

ILLINOIS ELEVATOR PROPERTIES—Elevator, Coal, Hay and Feed business for sale; 75,000 bushels grain capacity; 5,000 bushels crib room; 250-ton coal bins; gas engine, wheat, and corn cleaners and sheller. Will be sold at a bargain. A snap for the right party. Adolphe Breuchaud, Greenville, Ill.

ELEVATOR for sale; 1,000 bushels capacity; 12,000 bushels crib room; in N. E. Kansas; two years old. Handles 125,000 bu to 150,000 bushels annually. No competition; good prospects and can show splendid returns. Address John W., Box 1, care Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE.

OKLAHOMA LUMBER, grain and coal business for sale, in Kay Co., the banner county of Oklahoma. Elegant location and a paying business. For further information, address Box 127, Winfield, Kan.

ELEVATOR FOR SALE—50,000 bus. capacity, new; two stands of elevators, two dumps, feed grinder, 12-h. p. engine; good office. About one acre of land; new dwelling of ten rooms, modern. Station handles from 600,000 to 800,000 bus. per year; one competitor. Price \$18,000.00 for all or \$12,000.00 for elevator alone. Address H, Box 11, Care Grain Dealers Journal, Chicago, Ill.

LOCATIONS FOR ELEVATORS

FINE LOCATIONS for elevators and other industries can be found on the line of the Belt Railway of Chicago (The Inner Belt), where there is an ample car supply, competitive rates and quick switching. Easy access to all Chicago roads. For further information address B. Thomas, President, Dearborn Station, Room 13, Chicago, Ill.

SCALES FOR SALE.

SCALES for elevators and mills; low prices. Chicago Scale Co., Chicago.

BUFFALO WAGON SCALE; five ton; for sale very cheap. Address G. W. Warner, Pickerell, Neb.

NEW AND SECOND HAND Railroad, Track, Hopper and Wagon Scales for sale. Give us a trial. We will save you money. Beckman Bros., Des Moines, Ia.

FOR SALE—30 sets of 42,000-pound Fairbanks-Morse Compound Beam Hopper Scales, as good as new. Can furnish framing timbers with these scales. Prices on application. Trans-Mississippi Grain Co., 532 Bee Bldg., Omaha, Neb.

Would You

Like My Picture



Size 10 x 14, in colors, suitable for framing. The "Katy" Girl sent with 1904 calendar for 12 cts. Address

"KATY," St. Louis.

Truly a
Grain
Dealers'
Journal

Columbus, Ga., Jan. 4, 1904.
GRAIN DEALERS' JOURNAL,
Chicago, Ill.

GENTLEMEN: Replying to yours of the 2nd., with reference to grain wanted ad., beg to say the answers received from this ad. have been sufficient, and I might say it has been very satisfactory. The Grain Dealers Journal is the place to place an ad. for any grain dealer.

Yours truly,
DAN JOSEPH.

GRAIN DEALERS' EXCHANGE.

The rate for Advertisements in this department is 15 cents per line each insertion.

ENGINES FOR SALE.

GASOLINE Engine for sale, 10-h. p. Temple Pump Co., 15th Place, Chicago.

ONE STEAM ENGINE, 12 x 24 Slide Valve, for sale. W. S. McKinney & Co., 204 Dearborn St., Chicago, Ill.

"GUS" Gas and Gasoline Engines. "None better made." Write for prices. Carl Anderson Co., 23 N. Clinton, Chgo.

OTTO GAS ENGINE for sale, 7½-horse power, second-hand. Hafner Furniture Co., 2620 Dearborn St., Chicago, Ill.

GASOLINE ENGINE, 6-h. p., for sale. Guaranteed first-class. New engine. Address The Advance Mfg. Co., Hamiltonton, O.

GASOLINE ENGINES for sale; slightly used; guaranteed good as new. Witte Gas & Gasoline Engine Co., 43 S. Canal St., Chicago, Ill.

KEROSENE OIL ENGINES give better satisfaction. Send for catalog. International Power Vehicle Co., 56 W. Washington St., Chicago, Ill.

GASOLINE ENGINES for sale; new and second-hand; from 1 to 20-h. p.; in good running order. Globe Iron Works Co., 2419 University Ave. S. E., Minneapolis, Minn.

PEASE ENGINE, 18-h. p., double cylinder, clutch pulley, for sale. Thoroughly reliable; price right. If you want an engine that will run, write Pease Engine & Machine Works, Goshen, Ind.

GASOLINE Engines of any make taken in trade for new engine, or will overhaul and put old engine in running order. Address Bauer Machine Works Co., Kansas City, Mo.

GASOLINE ENGINES for sale; all sizes; immediate delivery; guaranteed 5 years. At one profit—maker to user. Witte Gas & Gasoline Engine Co., 43 S. Canal St., Chicago, Ill.

"GUS" GAS ENGINE for sale; 10-h. p., in good running order; on account of change to electric power, will sacrifice. For particulars address E. Woltersdorf, Madison St. & Ashland Blvd., Chicago, Ill.

GASOLINE ENGINES for sale. One 22 h. p. Foos; one 6 h. p. Fairbanks; one 9 h. p. and one 14 h. p. Otto; one 25 h. p. Fairbanks-Morse; one 30 h. p. Webster. Write A. H. McDonald, 36 W. Randolph St., Chicago, Ill.

GASOLINE ENGINES, all sizes from 2 to 90-horse power. Also boilers, steam engines, pumps, roofing material, pipe, radiation, etc. Ask for catalog No. 326. CHICAGO HOUSE WRECKING CO., West 35th & Iron Sts., Chicago, Ill.

ALL SIZES of the high-grade Lammert & Mann gasoline engines for sale. Also several second-hand engines of other makes and in good repair at a bargain; write for description and prices. Lammert & Mann, 155-161 S. Jefferson St., Chicago.

ENGINES FOR SALE.

GASOLINE ENGINE, 4 h. p., for sale; good as new; \$115. Coey & Co., Cottage Grove and 53rd St., Chicago, Ill.

FOR SALE—85 h. p. Westinghouse gas engine, with 2 fly wheels, 3 air starting tanks, gas regulator, sparking coil and dynamo, 5 jar Edison-Leland battery, muffler attachment. Also one clutch pulley, 66-in. diameter, 16-in. face, 3 11-16 in. bore. Rockford Bit Co., Kokomo, Indiana.

FOR SALE at a bargain—One new 25-h. p. Brown Gas and Gasoline Engine, one new 15-h. p. Brown Gas and Gasoline Engine, two second-hand 12-h. p. Badger Portable, one 2½-h. p. Stover and 2½-h. p. Witte Gasoline Engines. C. P. & J. Lauson, 103 W. Water St., Milwaukee, Wis.

FOR SALE—The following second-hand gas and gasoline engines: 60-h. p. Foos, 65-h. p. New Era, 35-h. p. Otto, 15-h. p. Lambert, 10-h. p. Otto, 5-h. p. Fairbanks, 6-h. p. Webster, 4-h. p. Foos, 4-h. p. Witte, 3½-h. p. Des Moines, 2½-h. p. Fairbanks. Backus Gas Engine Co., 22 S. Canal St., Chicago, Ill.

ENGINES AND BOILERS.

FOR SALE—1 Horizontal Plane Slide Bay State Engine in good condition, 100-horse power, cylinder 16 by 24, price \$450.00; 1 Horizontal Erie Boiler, good as new, 72 in. by 18 in., with 70 3½-in. flues, price \$600.00; 1 Horizontal Boiler, marine type, 72 in. by 18 in., with 70 3½-in. flues, price \$450.00. Hygienic Food Co., Battle Creek, Mich.

ENGINES WANTED

WANTED—15 or 20 H. P. Gasoline Engine; sheller and cleaner, 300 bus. capacity; must be cheap and good. Address Logan, Box 1, care Grain Dealers Journal, Chicago.

MISCELLANEOUS FOR SALE.

WANTED TO CORRESPOND with shippers of grain and hay, who wish to do business in this territory. Geo. T. King, Hay & Grain Broker, Richmond, Va.

WHOLESALE GRAIN SHIPPING BUSINESS in Ohio for sale. Established 20 years. Large clientage East, South and West. Fine opening for energetic man. Other business requires time of owner. Address Wholesale, Box 10, care Grain Dealers Journal, Chicago, Ill.

FOR SALE—2,400 ft. of second-hand 5-ply, 17½-inch wide rubber belt. 2,800 elevator buckets, 6 x 14½, four holes, with brace in center. Can furnish boots to go with this belt. Four steel pans, 168 in. long at top, 92 in. long at bottom, 60 in. deep. Prices made on application. Trans-Mississippi Grain Co., 532 Bee Bldg., Omaha, Neb.

MACHINES FOR SALE.

ONE NEW PROCESS SHELLER No. 1, for sale; in good repair. Cheap. Finch & Freeman, Dayton, Ind.

FOR SALE—Belknap's Little Giant Water Motor, No. 16, good as new. Price \$50.00. B. H. Palmer, Ashland, Ohio.

ONE BARNARD & LEAS NO. 2 Double Cylinder Corn Cleaner for sale. In good condition. Price \$25.00. I. R. Kennard, Moran, Ind.

MARSEILLES NEW PROCESS CYLINDER SHELLER for sale, size 1. As good as new. Will sell cheap. The Oto Grain & Live Stock Co., Oto, Ia.

CORN SHELLER for sale—One "Miami Valley", built by Philip Smith of Sidney, Ohio. In good running order. Address Winfield S. Fries, Greenfield, Ind.

SPECIAL BARGAINS in second-hand machinery. Write for Circular No. 19. We may have what you want or know where to get it. A. S. Garman & Sons, Akron, Ohio.

ONE VICTOR CORN SHELLER, No. 2, and one No. 2 Western Corn Cleaner for sale. Good condition. Address Monad, Box 1, care Grain Dealers Journal, Chicago, Ill.

FOR SALE—Two 500-bushel Western Shellers and Cleaners, combined. One Marseilles Portable Sheller (mounted). One steel burr for grinding and crushing corn and cobs. Will sell cheap. Address H. C. Clark, Lebanon, Ind.

FEED MILL outfit for sale. One 8 h. p. Portable Engine, mounted, good as new; one 18-inch Vertical French Burr; one Duplex Corn and Cob Crusher; 65 feet 6-in. new rubber belting. Burr and Crusher only run two weeks. Price of outfit F. O. B. \$450; a bargain. Address Casey & Michael, Harrisonville, Ohio.

MISCELLANEOUS.

FIRMS having any business relations with Kell & Co., of Mt. Vernon, Ill., will confer a favor by addressing Lek, Box 11, care Grain Dealers Journal, Chicago, Ill.

SNAPS—Nine 500-bu. hopper scales. How many do you want? Separators from \$35.00 to \$60.00. Scourers from \$35.00 to \$50.00. Feed rolls, \$50.00 to \$75.00. Allis Roller Mills, 9 x 18, \$125.00. Several 25 to 50-bbl. mill outfits; one 150-h. p. steam Corliss; one Mitchell Scroll. Make an offer on something. S. G. Neidhardt, 1028 Delaware St., S. E. Minneapolis, Minn.

Table of Legal Weights

This table shows the legal weights in pounds per bushel of grain and grain products, etc., as provided for by law. This book is well bound in a strong cloth cover. Price 50 cts.

For sale by

GRAIN DEALERS CO.,
255 La Salle St. CHICAGO, ILL.

GRAIN DEALERS' EXCHANGE.

The rate for Advertisements in this department is 15 cents per line each insertion.

SITUATIONS WANTED.

FIRST CLASS NO. 1 MAN wishes position as manager of country elevator. Address Lock Box 323, St. Anne, Ill.

POSITION WANTED as buyer for line eltr. co.; 8 years experience; will work reasonable to start; best references. State wages. Address Box 43, Cloverdale, Ia.

POSITION wanted with grain firm. Have solicited cash business and had charge of line of elevators. Address Experience, Box 4, care Grain Dealers Journal, Chicago, Ill.

POSITION WANTED by a young man who has had nine years experience with a wholesale grain firm both in the office and on the road. Best references. Address K. Box 1, care Grain Dealers Journal, Chicago, Ill.

POSITION WANTED with grain firm. Have had charge of line of elevators and solicited cash business; can furnish best of references. Address H. C. M., Box 1, care Grain Dealers Journal, Chicago, Ill.

POSITION WANTED as manager of elevator by experienced man, physically sound and temperate; also familiar with lumber and coal. Reasonable wages. References on application. Address G, Box 1, care Grain Dealers Journal, Chicago, Ill.

GRAIN AND SEED FOR SALE.

TIMOTHY SEED for sale. Send for samples. Address Southall & Williams, Pierson, Iowa.

CLOVER SEED, Wheat, Corn and Oats for sale. Address Kinsey Bros., North Manchester, Ind.

CHOICE LOAMING SEED CORN crop of 1902, for sale. Tipped and shelled at \$1.25 per bushel, sacks included. W. C. Mottier, Gibson City, Ill.

CHOICE GARDEN PEAS, 500 bushels standard sorts, also alfalfa seed and horley, for sale. Write Vogeler Seed & Produce Co., Salt Lake City, Utah.

FOR SALE—3,000 bus. choice seed. When in need of Alsike, Mammoth or Red Clover Seed, write to Ireton Bros. & Eikenbary Co., Van Wert, O., for prices and samples.

SPRING RYE, EARLY FORTUNE MILLET, Broom Corn Millet, Siberian Millet, Red River Early Ohio Seed Potatoes, Speltz, etc., for sale in carloads. Fargo Seed House, Fargo, N. D.

PARTNERS WANTED.

EXPERIENCED GRAIN MAN WANTED to buy ½ interest in large line Minnesota Elevators and act as manager. Price \$60,000. Address Aaron Smick, Decatur, Ill.

GOOD PARTNER wanted, with ten or fifteen thousand dollars capital to buy half interest in one of the best elevator and wholesale grain businesses west of the Mississippi River. For further particulars address Partner, Box 1, care Grain Dealers Journal, Chicago, Ill.

HELP WANTED.

GOOD, ALL-ROUND MAN wanted to take charge of elevator and feed mill and help about lumber yard. Must furnish good references. John Butzer, Hillsdale, Ill.

FOREMAN WANTED—for half million bushel elevator on the sea board. Must have thorough knowledge of operating an elevator. Address with reference and experience and state salary expected. Address Seaboard Box 1, care Grain Dealers Journal, Chicago, Ill.

THREE MEN WANTED—One, a German, to buy grain and hogs. Another to handle grain, coal, lumber, live stock and farm machinery in a small town. The third to work in elevator and lumber yard. State age and experience. Address Earhsom Box 1, care Grain Dealers Journal, Chicago, Ill.

BOOKKEEPER AND STENOGRAPHER wanted. Young man who has had office experience in the grain business and who will be competent to carry on the work. Must furnish references as to character, etc. Position permanent. Wages \$50 to \$60. Address Line Company, Box 12, care Grain Dealers Journal, Chicago, Ill.

HAY WANTED.

CLOVER HAY WANTED—One carload choice clover hay. Geo. Hess, Jr., Tacoma Bldg., Chicago, Ill.

HAY WANTED—We want to buy all grades delivered our station either for immediate or future shipment. Write us. Geo. W. Hill & Co., Nashville, Tenn.

WANTED—WE Want to buy 500 tons of Number One Tangled Rye Straw. Please write us at once and name us price loaded on your track, or delivered Memphis. John Wade & Sons, Memphis, Tenn.

THEIR AD Brought Business

C. P. & J. LAUSON, Milwaukee, Wis.:
Please discontinue our ad. of engines for sale in the Journal. Our ads in your Journal were very effective.

GRAIN WANTED.

PRIME YELLOW EAR CORN wanted. Daniel McCaffrey's Sons Co., Pittsburg, Pa.

OATS WANTED, Black and Dark Mixed. Send samples and quote. W. H. Small & Co., Evansville, Ind.

WANTED—Alfalfa, Millet, Cane Seed, Kaffir Corn and Timothy Seed in car lots. W. H. Small & Co., Evansville, Ind.

PRICES WANTED on corn, hay, oats, flour, bran, meal, chops, feed all kinds. Best market south. Send sample. Wire; write. H. G. Smith, Birmingham, Ala.

GOOD YELLOW EAR CORN wanted—Any part of twenty-five cars. Write us for prices, terms, etc. Marietta Brokerage Co., Marietta, Ohio.

WANTED—
QUOTATIONS on
Corn, Oats, Hay, and Bran.
H. D. COTHRAN & CO., ROME, GA.
References:
R. G. Dun & Co., and
First National Bank.

Grain Scale Book No. 23.

An Indexed journal, keeps a record of 10,000 wagon loads. Each man's loads are entered on his page. It keeps a record of scale weights. From it both debits and credits are posted to ledger, crediting the customer with the amount received and charging it to the grain's account.

In using this book the dealer minimizes the chance of making errors by posting from original entries.

The book is ruled with column headings as follows: Date; L. F.; L. F.; Kind of Grain; Remarks; Gross; Tare; Net; Bushels; Pounds; Price; Amount.

The book contains 240 pages, size 10½x15½ inches. The best linen ledger paper is used. The regular ledger index in front will accommodate all names necessary. The book is bound in extra heavy cloth covers with leather back. Price, \$2.50.

For Sale by

GRAIN DEALERS COMPANY
255 LA SALLE ST. CHICAGO, ILL.

GRAIN DEALERS' JOURNAL

255 La Salle St., Chicago, Ill.

190

Gentlemen—Enclosed find One (\$1.00) Dollar, for which please send the Grain Dealers Journal on the 10th and 25th of each month for one year to

Name of firm.....

Capacity of Elevator..... Post Office.....

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Smith's Improved Overhead Dump



Chain Drag Feeder, "Ohio" Sheller,
Marquis Ear Corn Feeder,
Improved Elevator Head and Self-
Cleaning Boot,
Saw Dust, Tupper and Straight Bar
Furnace Grates.

THE PHILIP SMITH CO.
SIDNEY, OHIO.

IMPROVE

Your opportunities, clean your grain, don't pay freight on dirt for it costs money; then, too, dirty grain won't grade. Put in a cleaner.



Investigate and you will find INVINCIBLE machines are durable, efficient and economical. Don't take our say so. We can send you the testimony of others. Write for it.

Invincible Grain Cleaner Co.
Silver Creek, N. Y.

REPRESENTED BY

W. J. Scott, 604 Traders Bldg., Chicago, Ill.
Edw. A. Ordway, 512 Exchange Bldg., Kansas City, Mo.
Chas. H. Scott, Nicollet Hotel, Minneapolis, Minn.
J. N. Bacon, Balchne Block, Indianapolis, Ind.



**THE MONITOR
SCHOOL**

Lesson in Monitor Resolutions

The Huntley Manufacturing Company, makers of the Monitor Line of Grain Cleaning Machinery, are earnest when they thank the trade for its cordial support during the last year and bespeak for its members a very prosperous twelve-month in 1904. One New Year's resolution comprises the company's announcement for the coming year and that is "That MONITOR GRAIN CLEANING MACHINERY, including Warehouse and Elevator Separators and Scourers, Oat Clippers, Seed Cleaners, Flax Cleaners and kindred machinery comprising the line, will in 1904 continue to embody everything that is superior in the construction of Grain Cleaning Machinery."

HUNTLEY MFG. CO., Silver Creek, N. Y.

BRANCHES: { 302 Traders Building, Chicago—F. M. SMITH, Manager.
418 Third Street, Minneapolis, Minn.—A. F. SHULER, Manager.
121 Front Street, New York—J. W. PERRINE, Manager.



GRAIN DEALERS JOURNAL

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A Red Wrapper on your Journal means
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furnished on application. The advertising
value of the Grain Dealers Journal as a
medium for reaching the grain dealers and
elevator men of the country is unquestioned.
The character and number of advertise-
ments in its columns tell of its worth.

"Wanted" and "For Sale" advertisements
under the head of **Grain Dealers Exchange**
cost 15 cents per line, each insertion.

Letters

on subjects of interest to those engaged in
the grain trade, and trade news items are
always welcome.

CHICAGO, ILL., JANUARY 10, 1904.

THE PRUDENT grain buyer does not have to be told when he is getting more than his share of the grain. He is satisfied with a fair amount.

BUCKET-SHOPS are to be driven out of interstate business, if Mr. Gillette of Massachusetts can induce Congress to pass his bill and secure its enforcement.

WILD-CAT insurance companies seem to be working harder than ever to secure a lion's share of the renewals. If you want insurance that is worth having, go to the mutuals advertised in this number.

WAR has not yet been declared, altho Japan and Russia have been buying food-stuffs in larger quantities than usual. Contradictory rumors keep the short seller nervously worrying over his "precarious condition."

RECIPROCAL demurrage has many friends—passive friends—but the number of shippers who are willing to go out and work actively for the enactment of a bill providing for reciprocal demurrage is strangely few.

THE elevator man who in building his house is guided with the idea that his first cost is last cost often regrets his short-sightedness. The true cost of buying inferior products is not always as greatly in excess of what the bill calls for as in the case of Chicago's theater fire curtain, but it frequently reaches un-

thought-of figures. The cheap machine, the cheap house or the cheap engine are invariably the most expensive in the long run.

RICE has materially advanced in the Japanese markets during the last three weeks, altho Japan has a large crop. If the development of American rice fields continues the United States will soon be an exporter instead of an importer of rice.

WHEN corn graded No. 2 out of Chicago will not grade better than No. 4 in Toledo, which is not a speculative market for coarse grains, what is to be done? How long will the grain trade put up with the guess work of the political incompetents?

THE BOLL weevil seems to be creating greater consternation in the North than in Texas, where it is reported to be doing such great damage to cotton. No doubt it will effect an increase in the grain acreage, but not so much as the pessimists predict.

MACARONI wheat seems to be gaining sufficient favor with millers to insure a greatly increased acreage next year. The dealer, however, who uses macaroni wheat to mix with other wheat is very likely to win the permanent disfavor of the miller to whom he sells it.

FIRE-PROOF grain storehouses continue to gain favor with every one, excepting the stock fire insurance companies and their agents. At the prevailing rates, many of the dealers would be almost forced out of business were they entirely dependent upon the stock companies for their insurance.

EAST ST. LOUIS is still encumbered with politicians who insist on being paid for weighing grain loaded into and out of the grain elevators at that point. It is truly wonderful what a lot of nerve these fellows have. It is not because they desire to work; in fact, they prefer to have money without doing any work.

CANADIAN Reciprocity, which the grain dealers of the Northwest have longed for these several seasons, has gained a new friend in the person of a famous economist on the other side of the line. The politicians have played with the cause of reciprocity so long that it seems to have little life left in it.

THE DISCUSSION of mooted questions by members of the trade thru the columns of the Journal, and the publication of different decisions in disputed cases can not help but give each reader a clearer conception of his own rights in similar cases, and a fairer view of what is due the other fellow. It is our sincere wish that every dealer shall make the Journal his forum for the discussion of trade questions. Disputes generally result in much friction and ill-feeling, but

even-tempered discussion of abstract cases must materially reduce the number of disputes. Let us hear from you. Help us to raise the trade's ethics to a still higher plane.

DRY WEATHER reports from the winter wheat belt are rapidly increasing in number. The seed is not all dried up and blown away, but in some sections of the Southwest it seems that much of it has not yet sprouted. Some sections are also without snow or moisture, altho extreme cold weather has prevailed.

A CORN WAR raging in Kankakee County, Illinois, is said to have resulted in the springing of the price 6 cents in one day to 37½, and that one of the fighters contracted for 311,000 bushels at the highest figure. Somebody is going to have a mushy mess of hot corn unless he puts in a greedy drove of cattle to consume it.

DESTINATION weights is not a safe weight to sell grain by. It may be weighed on an apothecary's scale or on a spring balance. Grain passing thru a central market where public weights are obtainable should be sold according to these weights. It is much cheaper in the long run even tho the grain must be transferred to be weighed.

INSURANCE POLICIES which are permitted to lapse do not insure, as one Illinois dealer learned recently to his great grief. In fact, he bought \$4,000 worth of grief, the policy having been permitted to lapse the week before, and this, too, when the elevator was full of grain. If you want insurance that insures keep your policy in force.

PUBLIC ROADS will surely be improved if Senator Gallinger's bill to create good public roads, particularly in the agricultural districts, becomes a law. Improvement of the public roads will surely inure to the benefit of the farmer and the grain dealer, as it would make it possible for grain to be marketed freely throughout the year.

THE discouragement of Kansas farmers who were led by co-operative agitators to believe that by building an elevator and shipping their own grain they could secure from 5 to 10 cents a bushel more for their grain has not yet been measured, but in some cases the farmers are beginning to feel the losses as stockholders of the co-operative scheme.

CONTRACTORS and builders seem to be agreed that building materials will be cheaper in 1904 than they were during the last year. The greatest reduction in price is found in pig iron, which is purchasable at about half last year's price. This should result in a like reduction in the cost of steel used in the construction of steel storage tanks. With prices so low, the operators of wooden elevators are very likely to save some of their insur-

ance money and put it into tanks. At prevailing prices, the insurance saving effected by storing grain in steel tanks would pay for the tanks in about 6 to 8 years.

NORTH DAKOTA farmers who have been agitating for Wisconsin inspection and the McCumber bill have been encouraged in all their educational work by handsome contributions from line elevator companies of the Northwest, but this year all support is withdrawn and the farmers are expected to boost the McCumber bill with double force.

FIREPROOF elevators or elevators in which the fire hazards are greatly reduced have secured such material reduction in their insurance rate during recent years that the elevator men are giving more and more attention to the reduction of the fire hazard. The latest step is to cover the ordinary iron roof with cement, thus protecting it thoroughly from the elements and prolonging its life.

CORNER rules are always in great demand immediately before and after the running of a corner. The losers actively agitate in favor of nondescript rules which shall protect them from the results of their own folly in selling what they did not possess or could not obtain within the contract time. At any other time the speculators would not hear to any rules being adopted which would unfairly hamper the bull operator.

SPONTANEOUS COMBUSTION of soft coal has resulted in so many fires recently that renewed attention is given to this hazard. In one case it has been discovered that an accumulation of gas in a pile of coal of this character resulted in an explosion which spread fire with lightning rapidity to all parts of the engine room. When elevator builders use no combustible material in the construction of engine or boiler rooms a noticeable reduction in the number of fires will result.

REINSPECTION two or three weeks after date of sale and rejection or acceptance according to the grade shown in the reinspection is not fair dealing, nor considerate of the rights of the seller. It is a common practice in most markets to accept or reject grain within 24 hours from the time purchased. That is reasonable. To ask a longer time within which to accept or reject is decidedly unreasonable. The selfish buyer who attempts it will soon find himself boycotted by the more independent dealers. He should be by all.

IT IS remarkable how many different duties the railroad companies are trying to shirk and then escaping liability on the ground that it was an act of God. The flood in the southwest last spring, which was two days in coming to Kansas City, giving the railroads ample time to remove property, was a case of neglect long to be remembered. Another has just come to light in which the Supreme Court of

Minnesota holds that the death of stock in a blizzard, while in transit, is an act of God, hence the railroad is not responsible for damages.

THE STEEL trust succeeded in inducing the rail carriers to reduce the rate on its product to the seaboard one-third, in order to assist it in capturing foreign trade. Cannot the grain exporters of the country bring like influence to bear upon the grain carriers? Would not this country receive a much larger percentage of the orders from importing countries, if grain was transferred from the fields to the foreign consumer at one-third less freight cost? The steel trust seems to have influence, but the grain dealers—well, they hesitate to use it.

AN ELEVATOR is being erected on the Pacific coast to handle grain in bulk, the purpose being to effect a saving in sacks which is found to be quite an expensive item. It has been several years since any elevators for handling bulk grain have been erected on the Pacific coast. All of the grain exported must be exported in bags so as to prevent the shifting of grain in the holds of vessels on the high seas. But grain reduced to flour by the coast mills can just as well be handled in bulk if proper cars are provided, and at less cost of handling.

ALARMISTS who are telling of their fears that the new administration of the Chicago Board of Trade will permit the indiscriminate distribution of its market quotations to bucket shops and whoever desires them for the purpose of swindling the gullible, are crossing the bridge long before it is in sight. There seems to be no good grounds for such charges; in fact, many members of the trade are of the opinion that bucket-shops will receive no more encouragement from the present than they have from the four last administrations. No more could be asked.

FREIGHT CARS are not as scarce as they were two years ago, but still the would-be grain shippers of some sections continue to complain of their inability to get cars wanted. Last year 152,801 freight cars were turned out by the manufacturers, which is nearly as many as were produced in the preceding year. It may seem incredible that car shortages should continue in the face of such large production, but the fact must not be overlooked that with the increased number of cars and increased traffic, the terminal and junction yards of the railroads have been blocked more securely than ever before. The methods of handling the large accumulations of freight at central points have not yet been improved to a point where it has expedited the handling, and an increase in the number of cars has only served to multiply the confusion. The freight cars produced today do not last near as long as the small capacity

cars of ten years ago, but it is reasonable to suppose that the average life of a freight car will be three years.

NO. 2 HARD Winter Wheat is making a vigorous effort to become deliverable on contracts on the Chicago Board of Trade at more reasonable terms than heretofore. Recently three different petitions have been signed and will be voted upon; one proposes that it shall be deliverable at a 2-cent penalty, another at a 3-cent penalty and a third without any penalty whatever. Many millers would be just as willing to accept No. 2 Hard Winter as any of Chicago's contract grades. But the bull speculators would prefer that No. 2 Hard Winter not be made deliverable under any considerations. They want the market as narrow as possible in order that they may squeeze the short sellers frequently and hard.

FARMERS seem never to know when they are truly well off. Late advices from Mapes, N. D., are to the effect that altho farmers are given twenty days' free storage and the option of paying two cents per bushel for having grain elevated into cars ready for shipment when they do not wish to accept buyer's prices, they are figuring on building a 50,000-bushel elevator. Such short-sightedness is likely to prove very expensive. After they have their elevator put up and in working order they may learn that it costs nearly two cents a bushel to handle the grain and prepare it properly for market. Inasmuch as the farmers propose also to establish a lumber and coal yard, and a large general store, it is very likely that they will come to a disastrous end quick.

SOME TIME ago the freight carriers in the territory covered by the official classification adopted a rule prohibiting the shipping at carload rates of carloads of goods loaded jointly by two or more shippers or shipped to two or more receivers. Such a rule would not be likely to affect the grain trade except where grain was shipped in large cars to small buyers at interior points in the eastern and New England states. The Interstate Commerce Commission has decided against the carriers and declared the rule to be a discrimination, but like other rulings which have proved objectionable to the rail carriers, the commission has no power to enforce its ruling. If the shipping public will get after Congress and induce it to give the commission power to enforce its rulings, then will the commission be able to effect the needed reforms in the freight business of the country.

UNREASONABLE hatred and willful exhibition of spite by farmers' companies incorporated to build elevators has resulted in several fights in Illinois, and is very likely to result in others. Reason would dictate to a company about to build an elevator that the old house at the station and the business of the established dealer would be a good purchase at even considerable more than the cost of a new elevator. In several cases, the farmers, confident of their own prowess, have refused to have anything to do with the established dealer who desired to sell his elevator. In no case has the snubbed dealer been known to have closed up his house and flown to other parts, but he stays to fight, and if the farmers buy grain they are made to pay a good price for it. Lack of civility in one case does not justify it in the other, but its absence in the first case can be depended upon to result in its absence in the second.

SKIMMING RETURNS FOR SHIPMENTS.

Two receiving houses, one located at Milwaukee and the other at Duluth, have during the past week, been on trial charged with reporting to shipper that grain was sold at a lower price than the one he received for it. The detection of the dishonesty is encouraging to honest receivers as well as to the shippers. Whenever it is proved beyond all reasonable doubt that a receiver is guilty of making false reports, he should, in justice to the honest receivers of his own market, be advertised far and wide and driven out of the business. The shippers of the country have their full share of burdens without being robbed by their agents in the central markets.

A MOTION WHICH WAS MISUNDERSTOOD.

It might appear to some who read the report of the annual meeting of the Indiana Asso. that the organization is opposed to forcing its members to filling contracts, but the asso. stands pledged to quite a different policy. In fact, it has, in times gone by, suspended members for refusing to arbitrate trade differences or to abide by the decisions of its arbitration committee.

The asso. or its members are in no wise friendly to the cause of dishonest dealing, and would not for a minute support a fellow member in pursuing such a course. The asso. cannot afford to compromise with wrong-doing or uphold a member who obstinately refuses to recede from an unfair position in any transaction. The asso. stands for fair and just dealing, and none of its members would willingly assist in placing the organization in a false light.

AGAINST THE McCUMBER BILL.

As was to be expected, the delegates representing the different grain exchanges, which met in New York last week, protested most vigorously against the passage of the McCumber bill and the attempted taking over of the inspection of grain by the Agricultural Department.

To start with, it would be absolutely impossible for such a department to improve the inspection even tho the political inspectors might be imbued with honest endeavor. The federal government can in no wise interfere with commerce within a state, hence every market would be likely to have two inspection departments.

The New York meeting was a success in every feature and the action taken was unanimous. Chairman Foering was given authority to appoint the necessary committees and call other meetings as desired. Now, it is not the intention of the Exchanges merely to resolve against the bill and let it rest with that, but they propose to oppose the proposed legislation at every turn. Very naturally, the poli-

ticians are in favor of the inspection law, as proposed, as it would materially increase the number of feeders at the public crib. However, any interference with the grain business by the government cannot be expected to improve conditions. The members of the trade have by years of active experience learned exactly what is wanted, and will work to attain it without any assistance from the government.

Tell your representatives in Congress your views.

UNIFORM INSPECTION.

A number of dealers' assos. have, during recent months, declared in favor of uniform rules governing the grading of grain. Those in attendance at the recent Indiana meeting were favorable to such action and the delegates of the different Exchanges at the New York meeting last week were also favorable to uniform grading.

The Chief Grain Inspectors Asso. and the different grain dealers assos. have been working for this end some time, and it is now nearer attainment than ever before; in fact, the sentiment of the trade is almost entirely in its favor, and all that now seems lacking to bring about the desired reform is formal action. It is reasonable to expect that uniform rules will soon be a certainty and that grading of the different markets will approach nearer to uniformity than ever before. The members of the trade are becoming educated to the advantages of uniformity and will work persistently for such reform until attained.

Uniform rules and grading will greatly simplify and facilitate the business. It is wanted and needed by the trade.

SAFEGUARD FOR CHICAGO INSPECTION.

The directors of the Chicago Board of Trade have adopted a resolution, which, if its intent is carried out to the letter, will result in some uniformity in the work of the political grain inspectors stationed at Chicago. The grain committee is authorized to employ competent persons to examine the grain received at or shipped from this market, and if evidence of wrong inspection is discovered, same is to be submitted to the committee and the state grain inspection department. If the department refuses to adjust the inspection, then evidence shall be collected and the officials of the department prosecuted according to law.

If shippers who have suffered so grievously at the hands of the department had long since brought suit to recover damages for losses sustained, competent men would have been placed in charge of the department; the inspection officials would fear to employ a man who did not thoroughly understand the work. Millers have long since avoided the market whenever they could and bought elsewhere, simply because the out inspection has been so persistently unfair. The Board of Trade has taken steps to force the maintenance of

grades, and any work it does looking to this end will be heartily applauded by the shippers of the west and the buyers of the east, who now find this market a convenient trading point.

HOT CORN. LOOK OUT!

Again reports are reaching us to the effect that some country dealers are filling their bins with shelled corn that had no rattle, even in the coldest days of last month. Cars are not as plentiful as grain dealers' demands for them, hence some will not be able to get cars as needed, and the cars of others will be delayed an unreasonable time in transit, with the natural result that losses on shipments will be just as heavy as ever.

Much of the new corn being marketed by farmers is neither fit for storing in bulk nor shipping, and it seems remarkable that, after the expensive experiences of last year, any dealer should again undertake to ship new corn. Last week one dealer recited a case of three cars which he inspected after being loaded, and suavely stated that in walking over the grain in car, his feet made no impression nor sound. A shipper who can afford to take such chances may, once in a while, win out, but it is more than likely he will suffer heavy losses. A few are now taking chances which may force them into bankruptcy, all because the farmers are eager to sell.

If you must buy the farmers' corn before it is in condition even for cribbing, then install a grain drier and remove the water from the corn before your grain begins to ferment.

UNJUST DEMANDS FOR ELEVATOR SITES.

Recently the railroads of Iowa have been denounced most vigorously by a few aspirants for office on account of what they choose to brand utter disregard of the rights of the people. The railroads have very properly refused to grant elevator sites at stations where elevator facilities are sufficient for handling the grain marketed. The state railroad commission has refused to attempt to interfere and the promoters, as a last resort, propose to go to the legislature with their agony chorus.

If the railroads of any state are to be compelled to give up part of their right of way as an elevator site every time John Jones' son-in-law gets out of a job, or Ike Myers is overcome by a desire for revenge against the regular dealer and a willingness to increase his own earnings, then the state must soon have a large number of unnecessary elevators, all of which must be maintained principally by margins received from producers.

It should not be difficult for every grain producer or dealer to understand that the greater the volume of business passing thru any elevator the less will it be necessary to tax each bushel, to pay the expense of handling, maintenance and leave a fair margin of profit for the dealer.

The old theory about too much competition being impossible is quite attractive, but not correct. Most of the railroad rights of way in Iowa were secured by condemnation proceedings, hence it must be used for railroad purposes or revert to the original owners. The unreasonable demands for additional elevator sites seem to have no limit whatever, and demands are made for sites at some stations even tho three, four and five elevators are open every day of the year for the receipt of grain.

Letters From Dealers

THE OLDEST DEALER.

Grain Dealers Journal: I think it would be an interesting matter to find out who the oldest dealer in grain is in this country. Daniel Larzelne, Quincy, Mich., is 83 years old, and still is young and claims there is no man in the State of Michigan who has bot as much corn of farmers as he has. Who can beat this record?—E. W. Wagner, Chicago, Ill.

HELPFUL EXPERIENCES.

Grain Dealers Journal: A gasoline blow torch has been of much use about both water and air cooled gasoline engines during zero weather. Heat the vaporizing chamber and gasoline feed pipe and the engine should start easily, no matter how cold the room may be.

The gasoline torch is also useful in warming water pipes and taking frost from air cooled cylinders. Do not let the flame from the torch play long upon one spot of cast iron, lest it be cracked by unequal expansion.

Elevator men who think they are having trouble should tackle a gasoline automobile with its complicated ignition, transmission, pneumatic tires, etc., for a time, and the care of the elevator engine and machinery will seem but a pastime. However, the autos are coming to stay.—A. E. Lawrence & Co., Decatur, Mich.

CONFIRM ALL TRADES BY MAIL.

Grain Dealers Journal: The very interesting case of arbitration related in the Journal of Dec. 25th suggests one point which is frequently overlooked, viz.: the necessity for confirmation by mail on the part of each party to a telegraphic order or transaction. When this is done there can hardly be cause for any misunderstanding regarding the terms of the trade; but the neglect of it often creates dissension.

Brokers, bidders and receivers in the large markets are particular, as a rule, to observe this formality, and of course the man with a stenographer at his elbow finds it easy to do so; but country dealers should, for their own protection, be equally careful. With the present narrow margins which the exigencies of trade have brought about, success or failure in handling grain depend almost entirely upon adherence to or neglect of strict business methods.—Receiver.

TRACE DELAYED SHIPMENTS.

Grain Dealers Journal: The long delays of grain in transit, which cause so much annoyance and at times heavy loss to shippers, might in many instances be avoided by the simple expedient of sending tracers after cars which are not reported at the other end within a reasonable time, depending upon the distance of the terminal point. The lack of sufficient motive power with which to move the heavy traffic now thrown upon the railroad companies causes a constant overcrowding and congestion of the yards at the various junction points where trains are broken and made up again.

Sometimes cars switched upon a track for the purpose of getting them in position to be coupled upon the proper train

remain there for several days, and not infrequently they become so entangled in a mass of freight pressing upon either side that it is difficult to extricate them. Upon wire tracers being sent, however, attention is called to the delayed shipments. They are singled out and sent on their way as soon as possible, while the property of shippers who do not look after their interests so closely is naturally allowed to stand around until it can be conveniently disposed of.—R. R.

STATION AGENTS WHO DIVULGE NAMES OF CONSIGNERS.

Grain Dealers Journal: There is a practice on the part of some railroad agents, which, wherever it occurs, should be brought to the attention of the proper officials, viz.; that of divulging to a dealer's competitors, to farmers or to others, the destination of his shipments. It is needless to enumerate the reasons why such a practice should be stopped; they will be recognized by anyone who has suffered from it. Recently, however, a case occurred which illustrates one of its most annoying phases, to use no stronger term.

A dealer of my acquaintance, who was shipping freely to one of the Eastern markets, had some controversy with a firm in the West which involved several hundred dollars; and in order to bring pressure to bear upon him the latter garnisheed the cars which he had unaccounted for in the hands of his Eastern connection, causing him no little embarrassment and temporary loss of credit. How did the Western firm get track of the shipments which he had at a point some hundreds of miles in the other direction? Simply by having their traveling-man question the station agent, who readily gave the information desired.

If a few dealers will have the energy to take up cases which directly affect them and have examples made of the agents guilty of this practice who persist in it after being warned, it will be of great service to the trade at large. It is the intention of the railroad companies to regard all transactions with shippers as confidential, and any disregard of this rule will, if attention is called to a particular instance, bring swift punishment upon the offender.

It is getting to be a very common thing for farmers to inquire of agents what commission firm is getting the most shipments and therefore appears to give the best service; then they bill their grain accordingly, usually without any previous advice, and cause trouble at both ends. For this reason, if no other, the practice above referred to should be vigorously opposed.—G. R., Omaha, Neb.

EXPERIENCE WITH PAINTS.

Grain Dealers Journal: In taking a trip, not long ago, through Northern Illinois, which is one of the most prosperous and progressive sections of our country, I was struck by the fact that many elevators are not painted—or have not been for some years past, although the preservative qualities of paint are well known, and it seems very singular that any up-to-date dealer should leave his property so fully exposed to the elements, particularly when the timbers are subjected to such a strain, as they are during the heavy shipping season.

The scarcity of cars has compelled overloading of many houses, and every now and then there comes the news that one has collapsed or that a side has burst out. With a comparatively small expen-

diture for paint, the danger of such occurrences is materially lessened, especially in the case of old houses, for such a coating prevents rapid decay of the timbers and will cause them to last far beyond the time of wood which is not so protected.

There is, of course, a great difference in paint. Its usefulness for any specified object depends not only upon its composition, but also upon its color. For example, paint of one quality will reflect the burning rays of the sun in warm weather and keep the heat in during cold weather, while another will allow it to percolate through the timbers, and so on. I am under the impression that the dull, lifeless, unglazed red paint seen on so many elevators is not one of the kinds which will bring the best results; but if so, why should it be so generally used?

I should be glad to have some information on this subject through the columns of the Journal, and it would probably interest a good many other readers who want to keep their property protected by paint and wish to do so to the best advantage. Of course, each paint dealer is prepared to furnish cheerfully any details desired, incidentally mentioning the particular makes which he has in stock, but his opinion is apt to be biased. I should like to hear from those who use the paint and have their own experience to tell.—Inquirer.

"FARMERS" DREAM NO. 13.

Grain Dealers Journal: One of the most grotesque instances of inordinate conceit that has ever been exhibited in public is contained in the report of the standing committee of five chosen by the silk-gloved representatives (?) of the "farmers" at their meeting in Chicago, Dec. 1-2, as it appears in an old copy of the Farmers Advocate, which I accidentally ran across today. This immaculate quintette conceives that wisdom began and will end with the five who were closeted in that hotel bed-room. It may be significant to one who believes in omens, that this delicious morsel of conceit, self-infatuation and insolent domineering should be contained in section "13" of their report, and that it comes from blatant "co-operators" is not at all surprising to people who are acquainted with that brand of "reformers." Section "13" reads as follows:

"All subscriptions of stock in The American Farmers Exchange will be solicited on the express condition that the above propositions be embodied in the by-laws and that said propositions shall not be altered, amended or repealed except by the consent of two-thirds of all the stockholders on a referendum vote."

For utter imbecility or insane self-conceit, this is the most glaring exhibit I have ever seen. Every one knows that in a large organization spread over many states (and these bed-room farmers are seeking to form a farmers elevator trust with \$50,000,000 capital, in \$10 shares), it would be impossible ever to secure a vote representing two-thirds of "all" the shareholders, and therefore, section "13" is the insolent and domineering assertion, that in that bed-room quintette is contained all the wisdom of past ages and future cycles relative to forms of organization and by-laws for the conduct of business.

Some of the proposed by-laws are reasonable but others are as visionary and reasonless as the "hoodoo" section "13," but their mention is needless here because while The American Farmers Exchange

is dominated by that bed-room quintette, sensible men will shun it as they would a pest-house. "Co-operation" in the hands of the man who penciled that section, or of men who endorse it, will be only a dream, a hollow mockery and the recital of their self-infatuation need serve only for a moment's merriment among the regular grain dealers.—Archie Campbell, Omaha, Neb.

Asked— Answered

ARE CAR LOADERS A SUCCESS?

Grain Dealers Journal: Will some reader of the Journal inform me thru its columns whether blowers for loading cars are a success?—D. E. Maxwell, Kirby, O.

IS CARRIER LIABLE FOR ADVANCED CHARGES?

Grain Dealers Journal: In the Journal for Dec. 10 R. W. Cassell & Co. ask what recourse they have against a railroad company which paid the shipper of a car of hay an advanced charge of \$55, causing the receiver a loss of \$18, as the contents were not worth the amount of the advanced charges. In reply to Cassell & Co. I would ask what right they had to send their blank check to the railroad office to pay the charges on this car if they did not expect to pay all the charges, which must have been shown on the postal card notice of arrival of shipment that all roads send out.—Railroad Agent.

DECEIVED THE RECEIVER.

Grain Dealers Journal: A Little Rock (Ia.) farmer residing in the vicinity of a neighboring station who was several times repulsed by commission merchants in the endeavor to secure quotations on samples of his grain, hit upon what he considered a clever expedient.

In some way he secured possession of the letter-head of an elevator company and also a sample envelope sent out by one of the leading commission houses. Then he used the former in writing his request for a quotation and sent his grain in the sample envelope, and the receivers supposed that he was the local agent of the elevator company, which was shipping to them, so gave him the information. The deception was made easy by the fact that many agents in writing letters sign only their own names, evidently thinking that these are well known or that the use of the company's stationery is sufficient to indicate their position.

With that fact in mind the commission house wrote to the main office of the elevator company referring to the quotation made to Mr. Blank, and adding: "We infer that he is your agent, as he uses your letter-head and one of the envelopes which we sent for distribution to your stations; but we wish you would give instructions to your agents to sign the company's name instead of their own, for they are not always particular about the stationery they employ, and we are frequently at a loss to determine whether they are grain buyers or farmers."

The elevator company wrote back that the man named was not their agent, and that they would take up the matter of proper signatures. Later they complained about the quotation, which they said had

made a great deal of trouble at the station in question. If their agent there did not exaggerate, the farmer felt so jubilant over outwitting the city merchant that he outdid himself in talking about the matter, throwing in a few side remarks about the robbery practiced at the nearest elevators.

This incident suggests several lessons. What application do you make of it?—F. A. M.

GASOLINE GIVING POOR RESULTS.

Grain Dealers Journal: The gasoline we get seems to be very weak. The engine runs dead and has no force in it. We would like to know the nature of picric acid, which was mentioned in the Journal as useful to increase the force of the explosion.

Is there anything we can put in the tank water to keep it from freezing?

We buy 74-degree gasoline, but don't know whether we get it or not. The supply tank is below the engine, and the oil is pumped to a small tank above the engine. The engine is in a room without ceiling, but roofed over and is open to the gangway that incloses the dump. The engine has given us trouble to start since the weather got cold. We have been putting a blaze around the cylinder to warm it up.—Dickerson & Wallace, Melbourne, Ia.

Ans.: Get a small can of genuine 90-degree gasoline and use a little of it when starting. If the draft, thru the gangway keeps the tank cold the cylinder also will be too cold and have a bad effect on the explosion. Put a valve in the pipe supplying the cooling water to the engine and shut it partly off so that the engine will run hot after once started.

Picric acid is very effective in increasing the force of the explosion, but under ordinary conditions is too expensive to use constantly.

The tank water can be kept from freezing by dissolving in it 4 pounds of calcium chloride to the gallon. It is sold in casks containing 700 pounds at about 1 cent per pound. It will not rust the engine.

Grain Dealers Journal: Calcium chloride, I understand, is largely used to prevent water from freezing. We are told that 4 pounds to the gallon will answer down to 15 degrees below zero, and 5½ pounds to 50 degrees below zero. It is claimed by the manufacturers that it will not rust or injure pipes and tanks, but there may be a little doubt on this point.

Nothing we ever heard of could be put in gasoline to increase its force. It is only necessary to have the proper mixture of air and gas.—J. W. Daniels.

GOVERNMENT CONTROL OF INSPECTION.

Grain Dealers Journal: I would be pleased to know where the inspection of grain is controlled by government and where by the commercial exchanges? Which has proved most satisfactory to the members of the trade? H. M. T.

Ans.: Kansas, Minnesota and Missouri maintain state supervision of the weighing of grain in terminal markets. These states also control the grading of grain. Illinois has control of the grading of grain at Chicago, East St. Louis and a few interior points. The weighing of grain at Chicago is under the supervision of the Chicago Board of Trade weighmaster. The grading of flaxseed is under

control of the Chicago Board of Trade Flax Seed Inspector. The weighing and inspection of grain at Peoria, Ill., is under the supervision of the Peoria Board of Trade. In Detroit, Mich., Cleveland, Cincinnati, Columbus and Toledo, Ohio, and Philadelphia, Pa., in Baltimore, in Buffalo, in N. Y. City, in Boston, in Portland, Me., Newport News and Richmond, Va., Nashville and Memphis, Tenn., Charleston, S. C., Savannah, Ga., Milwaukee, Wis., San Francisco, Cal., the grading is under the supervision of the commercial exchange at the point mentioned. In Seattle, Tacoma and Spokane, Wash., the grading of grain is under the supervision of the state.

State inspecting and weighing of grain has not been satisfactory anywhere. The politicians have used the positions for rewarding workers and have given no attention whatever to the qualifications of the applicants for the positions. No doubt the trade would be much better off without any political interference in either the weighing or grading of grain.

In Kansas the chief inspectors are appointed by the governor, elsewhere the railroad and warehouse commission selects or recommends candidates for the office of chief inspector and public weighmaster.

The advantage of having these departments under control of the commercial exchanges whose membership has interest in fostering and promoting the grain trade, is that the controlling power is more accessible and needed changes can readily be made. New conditions and a progressive trade insist upon changes.

If the control of the grain inspection of this country is to be placed in the hands of the federal government as the Wisconsin and Illinois legislatures have recently seen fit to petition, then the control would be farther away from the grain trade than ever before. The rules and grading must of necessity be far from what is needed or desired to facilitate and promote the interests of the grain trade. The grading of grain should be controlled by those who understand it; that is, members of the grain associations and the grain exchanges.

Jinks: He told me he was going to bleach his oats. Binks: How indiscreet; he really ought to keep it dark.

Sweden's wheat crop is officially estimated at 5,546,000 bus., against 4,649,000 bus. in 1902; and the rye crop at 24,336,000 bus., against 23,123,000 bus. The wheat crop is 24 per cent above the average of 10 years.

Exports of wheat products during the 11 months prior to Dec. 1 were 67,789,731 bus. of wheat and 17,104,854 barrels of wheat flour; compared with 120,810,822 bus. of wheat and 16,110,237 barrels of flour during the same months of last year, an increase of 994,617 barrels of flour and a decrease of 53,021,091 bus. of wheat for the 11 months. The manufacturers of flour are profiting at the expense of the exporters of wheat.

The Odessa Bourse is sending delegates to the European grain markets to urge importers to adopt the new Russian grain standards. The London importers are firmly opposed to the new method of making up the standards. Their opposition appears to be unreasonable in view of the truly representative character of the samples that are prepared under the new system. In the end, it is believed the importers will have to submit to the Bourse, backed as it is by the Russian government.

Books Received

GOLD BRICKS OF SPECULATION is the title of a very interesting, cloth bound book of 500 pages just received from John Hill, Jr., of the Chicago Board of Trade. It purports to be a study of speculation and its counterfeits, an expose of the methods of bucket shops and get-rich-quick swindlers. The book is divided into five parts, as follows:

The Counterfeit of Speculation includes chapters on Bucket Shops, Bucket-Shop Methods and the Bucket Shopper.

Part 2 is devoted to Get-Rich-Quick and Investment Swindlers, contains chapters on the E. S. Dean Company swindle, the Franklin Syndicate, Advance Information Bureaus and Advisory and Discretionary Brokers, False Syndicates, Combinations, Mutuals, etc., Floating Stock of Corporations, on Pooling the Races and Book Making by Proxy.

Part 3 devoted to the Tools of the Swindlers, includes a chapter on Faker Trade Journals, the Booklet, the Sucker List, of Fake Mercantile Agencies and other References, Fake Banks and Bankers and how References and Financial Reports are sold, the "Convenient" Stock Exchange.

Part 4, which is devoted to Exchanges and Speculation, includes chapters on General Ignorance of Exchange Methods, Commercial Exchanges, Chicago's Growth as a Grain, Provision and Seed Market, Futures, Speculation, Speculation vs. Gambling, Produce and Cotton Exchanges in their own Defence, Market Quotations, their Uses and Abuses.

Part 5 is devoted to the Duties of Agencies for Good, includes chapters on the Duties of the Exchanges, Duties of the Press, the Duties of the Banks and the Duties of the Government.

It is sincerely to be hoped that our legislators at Springfield and Washington will read carefully this book and obtain a clear idea of the difference between legitimate speculation and pure gambling. Mr. Hill is to be commended for his earnest work in behalf of the regular trade.

Statement of Mill Owners Mutual of Iowa.

The twenty-ninth annual statement of the Mill Owners Mutual Fire Insurance Co., of Iowa, which is the oldest of the flour mill mutuals, shows that 1903 was another of the many successful years in the history of the company. Its deposit notes which represent but one annual premium increased \$15,002.68, the total amount Jan. 1 being \$192,369.08.

The insurance in force Jan. 1 amounted to \$4,828,000. During the year it received \$139,341.90. Of this amount \$96,489.52 was from assessments, \$19,019.38 from guaranty deposits, \$7,633 interest and \$16,150 mortgage loans repaid.

The disbursements were: Losses \$91,541.45, expenses \$18,428.78, guaranty deposits returned \$11,732.57, mortgage loans made \$13,600.

The cash and first mortgage loans amounted to \$158,408.07, making the total assets \$350,777.15. The liabilities amounted to \$22,500 which includes losses unadjusted \$8,000, losses reported \$10,000 and losses resisted \$4,500.

Since its organization in 1875 this company has paid losses amounting to \$973,817.11, and effected a net saving for its policy holders from the rates charged by reliable stock companies of \$1,172,626.88 or nearly 50 per cent.

That wheat 2,000 years ago had the same remarkable power of stooling that the grain now possesses is shown by Pliny's note of a procurator of Augustus sending the Roman emperor a plant having about 400 shoots from a single grain of wheat.

Plan of Gale Bros.' New Elevator.

An important addition to the grain handling facilities of Cincinnati, O., is the new elevator erected by Gale Bros. and shown in the plans reproduced herewith.

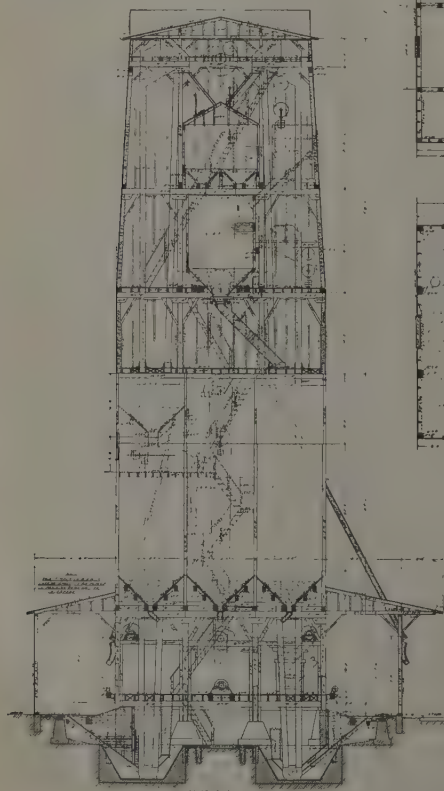
The main building is 36x60 ft. and 107 ft. high. Adjoining it on one end is the engine room and on the opposite end the hay shed and second story office. The engine room proper is separated from the boiler room by a brick partition. The hay shed is 70 ft. wide and 60 ft. long. The foundation is composed of piles, capped with cement concrete. The basement floor is of concrete. The walls are cribbed the height of the bins, 41 ft. The bins are of different sizes and 23 in number.

The plant is served by three railroad tracks, two on one side and one on the other. The tracks nearest the building are inclosed in a shed.

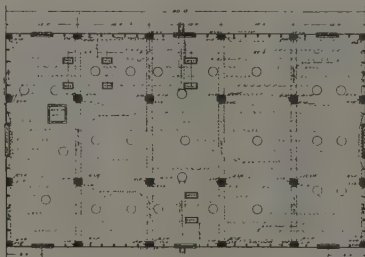
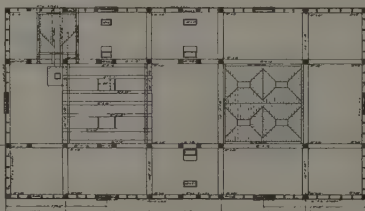
In the middle of the main floor is the car puller, leading over pulleys to the 3 tracks. Unloading is done with power shovels. Under a bin nearest the hay shed is suspended a 6-bu. Union Automatic Bagging Scale.

The grain is weighed on two 84,000-pound hopper scales, and is distributed thru 8-in., 12-in. and 16-in. telescope spouts. Cars are loaded thru two 10-in. loading spouts. The receiving elevators discharging thru short spouts into either of the 2 garners, by swivel switches.

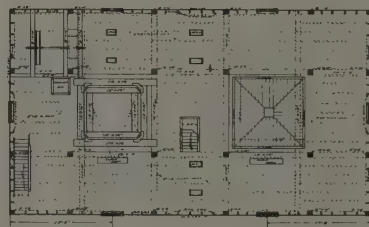
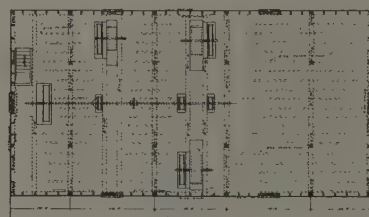
Besides the two receiving elevators the house contains two smaller stands; one of them is the short leg from basement to the hanging ear corn bin above the Marseilles Combined Sheller and Cleaner No. 3. From this machine the cobs run thru spout out the side of the build-



Cross Section of Gale Bros.' Elevator.



Floor Plan of Cupola.



ing into boiler room. The other small stand is a long one extending to the top of building and discharging into a garner above the bleacher.

The bleacher is a high, chimney-like shaft, 30-in. square, containing numerous deflecting plates, and emptying into the Monitor Cleaner No. 9 on the main floor next the engine room. Next the wheat cleaner is the No. 9 Monitor Oat Clipper. The bleacher is vented thru a flue extending thru the top floor of cupola and above the roof.

Power is transmitted from the shaft in the first story to all parts of the building by rope drives. To reverse the direction of the drive on the second stand of elevators the rope, instead of being crossed, is run over 2 idler pulleys.

Reproduced herewith are the garner, bin, scale and machinery floor plans of the cupola, floor plan, and cross section

and longitudinal section of the entire plant. The plant was designed and is being erected by the Burrell Engineering & Construction Co.

New Minnesota Rules Governing Grading of Oats.

The Minneapolis Chamber of Commerce having taken steps to establish a market for oat futures, the State Board of Grain Appeals was asked to revise the rules governing the grading of oats. Accordingly a meeting was held in Minneapolis Jan. 2 and the following rules were adopted to be effective on and after Jan. 15, 1904:

No. 1 White Oats—No. 1 White Oats shall be white, dry, sweet, sound, clean and free from other grain and shall weigh not less

than thirty-four pounds to the measured bushel.

No. 2 White Oats—No. 2 White Oats shall be seven-eighths white, dry, sweet, sound, reasonably clean and practically free from other grain, and shall weigh not less than thirty-one pounds to the measured bushel.

No. 3 White Oats—No. 3 White Oats shall be seven-eighths white, dry, sweet, sound, reasonably clean and practically free from other grain, and shall weigh not less than twenty-nine pounds to the measured bushel.

No. 4 White Oats—No. 4 White Oats shall be seven-eighths white, but not sufficiently sound and clean for No. 3 White.

No. 1 Mixed Oats—No. 1 Mixed Oats shall be dry, sweet, sound, clean and free from other grain, and shall weigh not less than thirty-four pounds to the measured bushel.

No. 2 Mixed Oats—No. 2 Mixed Oats shall be dry, sweet, sound, reasonably clean and practically free from other grain, and shall weigh not less than thirty-one pounds to the measured bushel.

No. 3 Mixed Oats—No. 3 Mixed Oats shall be all oats that are merchantable and warehouseable, reasonably clean, and not fit for higher grades.

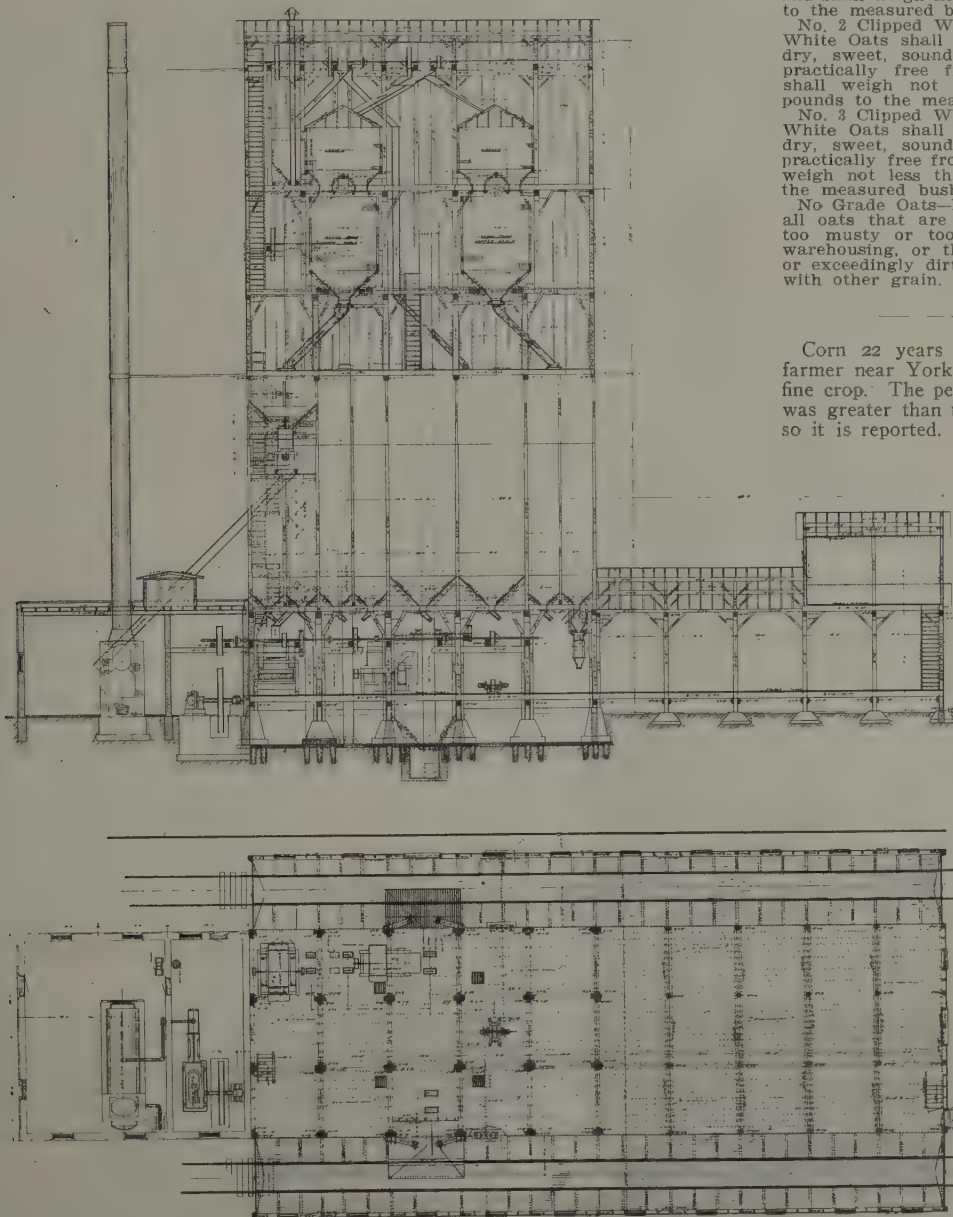
No. 1 Clipped White Oats—No. 1 Clipped White Oats shall be white, dry, sweet, sound, clean and free from other grain, and shall weigh not less than forty pounds to the measured bushel.

No. 2 Clipped White Oats—No. 2 Clipped White Oats shall be seven-eighths white, dry, sweet, sound, reasonably clean and practically free from other grain, and shall weigh not less than thirty-eight pounds to the measured bushel.

No. 3 Clipped White Oats—No. 3 Clipped White Oats shall be seven-eighths white, dry, sweet, sound, reasonably clean and practically free from other grain and shall weigh not less than thirty-six pounds to the measured bushel.

No Grade Oats—No Grade Oats shall be all oats that are in a heating condition, too musty or too damp to be safe for warehousing, or that are badly damaged, or exceedingly dirty, or excessively mixed with other grain.

Corn 22 years old was planted by a farmer near Yorktown, Va., and made a fine crop. The percentage of germination was greater than that of other seed corn, so it is reported.



Plan and Longitudinal Sections of Gale Bros.' Elevators.

ANNUAL MEETING INDIANA GRAIN DEALERS ASS'N.

The Second Annual meeting of the Indiana Grain Dealers Assn. was held in the convention hall of the Claypool Hotel, Indianapolis, Jan. 6th and 7th.

The meeting was called to order by Pres. A. E. Reynolds who said:

PRESIDENT'S ADDRESS.

The first thing in order is an address by the pres. I am sorry that there are not four or five times as many people to welcome. These meetings are not for one man to do all the talking. They are your meetings and are strictly for the benefit of the trade at large, and I want to say to you that the Indiana Asso. has the name of doing more business in these meetings than any other asso. in the country and at the same time doing more good for its members than any asso. in the country.

I have very little to say. I am not going to make any report as pres. of the asso. Most of the members have been brought to realize what the asso. is for and what membership means. Before the organization of this asso. we had dissensions and strife in every part of the state and things were all out of shape. A great many of our old troubles have been settled and we are now running along smoothly and everybody is satisfied. We are in shape to do better work than we ever have been before.

Along that line I wish to state that the greatest work we can do is to put the individual members in a position that they themselves are honorable and straight. We want to deal with the outside world in such a way that if cases are to be arbitrated they don't show on the face of them that our own members are wrong.

Twenty years ago the grain trade of the country was tottering financially, largely due to the fact that every grain dealer was a speculator. Today the speculators are not the grain dealers. Today the men who compose the speculative trade of the country are not grain dealers. The dishonest speculator who goes into the speculation, regardless of whether or not he is able to carry it thru, that man today is not the grain dealer.

A great deal of the trouble that now exists in the grain trade is between shippers and receivers and between dealers in general. First, because there are not well defined rules and regulations and laws controlling and governing the trade at large. One of the essential things we have to do is to live up to our contracts to the letter. It is not for you to say what the contract is, after it has been acted upon, but to have a clear understanding of it at the time it is made and then see that you do your part toward fulfilling it. If you will do this you will do a great deal to do away with misunderstandings.

Whenever you find a man that is continually having trouble you will find a man that is generally wrong. We want to get things in such shape that we can fight for our members because we know they are right. In order to do so, we have to exert ourselves. Our watchword must be honesty and honorable trading among our people so that when we have differences with outsiders we can show them that we are right. Most of the arbitration cases so far have been settled against our members. Not that you have been wrong; I don't want to say that you have intentionally done wrong, but the rules were not well enuf defined and you did not understand them.

Pres. Reynolds: We have a matter regarding a bill in the U. S. Senate looking to the control of the grain inspection of the country by a chief inspector to be appointed by the Secy. of Agriculture. This would take away from the grain exchanges of the country the control of the inspection of grain. We had this matter up in Minneapolis and it was thought dangerous to turn over the control of the inspection of grain to the national government because it would put the matter in political hands and make politics of it. We feel that it is dangerous to the trade and we ought to

oppose that measure. There has been a resolution prepared which will be presented for consideration, and if it is passed the idea is to telegraph it to the convention at New York and they are to take such action as they think proper to defeat this bill when it is brought before the U. S. Senate.

Secy. Sampson read the following resolution and J. W. McCardle moved its adoption:

DECLARE AGAINST FEDERAL INSPECTION.

RESOLVED, That we, the members of the Indiana Grain Dealers' Assn., of the State of Indiana, in convention assembled, this sixth day of January, 1904, in the city of Indianapolis, do hereby petition Senator Fairbanks and Senator Beveridge to oppose the passage of a bill known as "S-199," or probably better known as the "McCumber Grain Inspection Bill."

Said bill is now before the Agricultural Committee of the U. S. Senate, the purpose of the bill being to place the inspection of grain under the control of the National Government—in other words, to create a new sinecure, and to place the inspection of grain at terminal markets upon the unsteady and ever changing basis of political patronage.

Fast experience now compels us to appeal to our Senators to use their best efforts to prevent the passage of said bill.

J. M. Brafford, Winamac: I for one am not in favor of that resolution. My experience in shipping to the terminal markets has been more satisfactory in Chicago, than where the inspection is controlled by the Board of Trade. It has been the experience I think of a good many Indiana grain men that the inspectors in markets where the inspection is controlled by the exchanges have been instructed to let up on the grade or to increase the rigidity of the inspection. Personally I am not in favor of this resolution.

W. W. Alder, Buffalo: I dissent from the remarks of the gentleman. My experience with the Illinois inspection has not been very favorable and it seems to me that placing the inspection where it will be controlled by politics is a very bad move. I shall certainly oppose the move to place the inspection into the hands of a commission or a committee controlled by the Agricultural Department at Washington. In regard to the Chicago inspection I know of some men that were sent up there a few years ago entirely on account of their political affiliations. My experience in markets controlled by political inspection is such as to prompt me to oppose any such measure being passed in the U. S. Senate.

G. A. Stibbens, Secy. G. D. N. A.: I hold in my hand a copy of a bill introduced into the U. S. Senate by Senator McCumber of North Dakota. This bill has been read twice before the Senate and as I understand it has been referred to the committee on Agriculture and Forestry. I would like to have any grain dealer in the State of Indiana tell me how much this committee knows about the inspection of grain.

One of the provisions of this bill is that the Secy. of Agriculture shall appoint a chief grain inspector of the United States at a salary of \$2,000 per year. Now then you will agree with me that you can't hire a man of brains enuf at

\$2,000 a year to take hold and run a department of the magnitude that this naturally would be.

The chief grain inspector of the United States, if appointed by the Secy. of Agriculture, would receive his appointment on account of political pull and not on account of efficient knowledge or experience which would make him a good inspector. His supervising inspectors, in all the markets of this country, would be placed there on account of the pull they may have with the chief grain inspector of the United States.

This bill also provides that the department shall have jurisdiction of the inspection of grain passing between the different states. For instance grain originating in the State of Illinois and billed locally to Chicago would not come under its jurisdiction, and therefore you would have to have another inspection. There are today in three states of the country inspection departments that are controlled by the states, and I do not believe it is necessary for me to show or indicate what part politics plays in these three states. Every chief inspector in these three states receives his appointment on account of political pull, his value is measured not by his experience in grain, but by the number of votes he can control. These are the conditions we have in three states. Now then if this bill becomes a law you will have exactly the same conditions in every other market. I think the proper thing for this convention to do, is to endorse this resolution and send it to New York City today.

Mr. McCardle when asked to express himself on the subject said: I have not given the matter enuf thought to discuss it intelligently and do not want to say anything now that will cast reflection on any terminal point. In the last fifteen years I have shipped every bushel of grain to Toledo with the exception of three cars. I have received fair treatment there and I always believe in letting well enuf alone. Now, I am opposed, to allowing the inspection of grain in this country to go into politics. Therefore, I am in favor of the resolution.

Geo. Beyer, Secy. of the Ill. Assn.: We in Illinois do not believe in political inspection or political weighing. We have been doing a great deal of work, with the National Secy., to get the inspection out of the hands of the politicians. We have nearly succeeded in doing that in St. Louis, while in East St. Louis we have inspection in the hands of the politicians. I have been there several times with the National Secy. and other secretaries and found things very unsatisfactory.

I was in St. Louis four or five weeks ago investigating the weighing there and found the worst conditions possible existing. I believe a political inspection would be handled in the same way. We are very much opposed, in Illinois, to the grain inspection getting into the hands of politicians in any way, shape or form.

T. L. Reed, Star City: I think I can say one thing in favor of political inspection. Today a car of grain at Baltimore will not grade the same as in Philadelphia. There is not sufficient uniformity in grade. If we had one grade we would at least have a uniform grade. Therefore, I favor something that will give us uniform grade. If it takes government inspection, let us have government inspection.

Pres. Reynolds: That is a point that has been largely discussed,—to get a uniform grade. But if it cannot be brought about by experienced grain men it would

not be possible to have other men do it. It seems to me that the greatest trouble would be to get men experienced in the grain trade. We might get rules that would not apply to the business at all.

J. W. Sale: I have not done much business with Chicago, but I have heard a good deal about the Chicago market. I believe the trade in Chicago is almost unanimously in favor of board of trade inspection. It seems to me there is no argument on this question.

Mr. Brafford is the first grain man I have heard argue in favor of this bill. I think the sentiment of the trade of the country, not only receivers but shippers as well, is against the proposition of government inspection.

Mr. Beyer: I want to say a word about the weighing department in Chicago. I believe we have the best weighing department on earth. We swear by Mr. Foss, but it is not in politics. I do not believe there is one man in ten that is satisfied with the inspection in Chicago. This is the feeling among Illinois shippers. Now, we think if the inspection were under civil service it would be better. This government inspection is a different proposition.

Wm. Hirschy, Chicago: As far as I am concerned I heartily endorse every word Mr. Beyer has spoken and it is not necessary for me to state them again. I will just add one word to what Mr. Beyer has said in regard to what the shippers of the state think. Among those that ship to Chicago there is not one out of ten in favor of political inspection, but they are all satisfied with our weighing department.

T. J. Stofor, Buffalo: I am very heartily in favor of the resolution read. I have conversed with a number of people and I have not found one in favor of government inspection.

Pres. Reynolds: All who favor the resolution requesting the senators to oppose the passage of the bill signify by saying Aye.

The motion was carried unanimously and the following telegram sent:

Indianapolis, Ind., Jan. 6, 1904.

E. H. Culver, care G. H. K. White, Chief Grain Inspector, New York City.

Resolution was passed by the Indiana Grain Dealers Association, in convention assembled, this day, by an overwhelming vote.

A. E. Reynolds, Pres.
S. B. Sampson, Secy.

Pres. Reynolds: The next on the program is an address by L. H. Mummert, of the Indiana Car Service Asso.

Mr. Mummert read the following paper:

The meeting adjourned to meet at 1:30 in the afternoon.

Afternoon Session.

The Wednesday afternoon session was called to order by Pres. Reynolds, who asked for the report of the Legislative Committee.

C. S. Bash, chairman, made the following report for the legislative committee, and concluded by saying: "The thing for us to do is to get to work with our representatives in the next legislature and see if we cannot get relief to which we are entitled."

LEGISLATIVE COMMITTEE'S REPORT.

Fellow Grain Dealers:

A year ago I was inveigled into giving a ten-minute talk on railroad discrimination in furnishing cars—demurrage rules and rates. The result was I was made chairman of committee on legislation and

am here to report. I can say that Mr. Combs and Mr. Goodrich, my companions in misery, acted nobly, did their duty and are entitled to your heartfelt sympathy and thanks.

On account of the illness of one of our friends in the senate and the enormous amount of information necessary to determine our action we were unable to get our bill drawn until over two-thirds of the session of our legislature had elapsed. It was apparent then that we could not hope for relief at this session, but your committee were having such opposition from the railroad interests of the state that they deemed it best to go ahead and pave the way for the next committee, whom we believe will have less opposition. A full report of our efforts was made and published, and if you have not a copy you should get one at once of Mr. Sampson.

Many things that occurred were necessarily left out of the report, as the Association could not have raised money enough to have printed all that transpired and the membership would have never gotten time to read if printed. To be brief, the greatest lobby of railroad attorneys ever assembled in this state for the purpose of fighting a bill met in this city the latter part of February and was continuously in session until the close of the session. What influence these gentlemen had with the powerful backing behind them can better be imagined than stated. Our worthy senators and representatives were treated with the utmost solicitude as to their health and welfare, and between baths and winter resorts, railroad passes, the burning of matches and breaking of straws and the tangible influences which it was found possible to bestow them acceptably, your worthy committee were lost and forgotten.

Your committee have never spent one dollar in this work outside of the employment of attorneys to draft the bill and look after its passage. They return to you with clean hands, without a stain or taint on their garments.

Now, gentlemen, is the time to prepare for 1905. Commence to get ready now and keep getting ready and readier every minute until the tap of the bell for the next race. First, we want a governor in sympathy with our cause; next an attorney general, next the lieutenant governor and speaker, and last but not least, the membership of both houses. Every member of this association should make this his business for the next twelve months. He should interest every farmer in his district. Every shipper and merchant whatever his line should be awakened. The standing of our members should be found out at once and where information is wanted, so that our position should be thoroughly understood, the same should be asked for from our secretary, and he will see that it is promptly furnished.

Only last week a traveling freight agent advised me that there was no question but what the railroad companies were liable for damages to a shipper at any interior non-competitive point, who had not been furnished with cars. If he could show that the railroad companies had furnished cars at competitive points, I made this statement a year ago and reiterated it again. A number of authorities can be cited if desired. There is no question as to relief in this direction if it is gone after.

DEMURRAGE.

It is held by the best authorities that when a railroad company has delivered its car of freight at destination its responsibility as a common carrier ceases and the car service association was formed, and while it is organized and to all outward purposes separate from the railroad companies, it nevertheless eats and sleeps in the same house, and when it gets into trouble its cause is immediately taken up and protected by the local freight agent. Some lines in our state have their own car service department which controls all stations at non-competitive points and does not even report to the Indianapolis head. As I said a year ago, the discrimination as to the furnishing of cars, demurrage rules, unjust rates and all local troubles with the railroad companies can not be reached by the Interstate Commerce Commission. They have so advised us and have furthermore said that these matters could only be reached by the state legislatures. It is your only relief and the sooner you appreciate this the better for the interests of the entire state of Indiana. There is no class of people in the state so vitally interested in this legislation as the farmer or producer. Let him once understand the importance of this legislation to him and the problem will be solved. Every shipper knows that

the price he pays for grain or any produce is invariably determined by deducting the freight and other railroad charges from the destination prices. Let this be once thoroughly settled in his mind and our army will need no more recruits. Bills for reciprocal demurrage will be introduced in nearly every state legislature in the union the next year. We should not be behind.

In many of the larger cities they now have what is known as average demurrage. This is reciprocal as to time credits or debits in loading or unloading of cars, and I am advised is satisfactory to the shipper, but not so much so to the railroad company. It puts a premium on promptness in handling of cars by the shipper and serves as an impulse in that direction. We have asked for it at Ft. Wayne, but are still waiting.

The Interstate Commerce Commission shows \$34,000,000 increase in the net earnings of the railroads of this country over last year, dividends \$10,000,000 more and the surprising showing is made of an increase of fifty per cent in both net and gross earnings this year over 1897. The size of the cars has wonderfully increased. The cost of carrying per ton per mile has decreased and yet rates are advanced and the demurrage on a car is still one dollar per day, although the car may contain twice or three times as much as formerly and consequently require more time to unload, and then think, gentlemen, in view of the condition of the railroads of a charge of \$1.00 per day demurrage; over \$300 per year and on any kind of a car—flat, gondola, box or stock car. A revenue of over 50 per cent on the investment without the expenditure of 5c for axle grease or motive power. Will it be possible to find a legislator who will turn a deaf ear to our next appeal or a governor who will veto their findings? I have before me the decisions of the higher courts on questions before us and would be glad to have them read to you or by you if time will permit.

COMPELLING INTERCHANGE OF BUSINESS AND BUILDING OF CONNECTING SWITCHES.

There is no question as to the rights of state railroad commissioners to compel the building of such switches and the interchange of business. The case of the railroad commissioners of Minnesota was taken to U. S. Supreme Court and the orders of the commission were upheld, although the railroad showed that a large amount of the business was inter-state—between Minnesota and Iowa—and yet we have in this fair state of Indiana, yes the fairest in the United States, men who say we don't need a railroad commission who in the face of the fact that thirty of our sister states have each a railroad commission, still say we should go along in the old ways. I ask you men whether this state with the largest variety of interests of any state in the union, with the most progressive and the most intelligent people in this union, is not entitled to a railroad commission that will conserve the interests of the people as well as those of the railroad companies. C. S. Bash.

Pres. Reynolds: This paper will be discussed, but as Prof. Wiancko is here by invitation and has been asked to talk to us, I think we will hear him first.

Secy. Sampson: Mr. Boyd has just a few words to say.

B. A. Boyd of the Indianapolis Board of Trade invited the dealers to a luncheon and smoker in the assembly hall of the Board of Trade building in the evening.

Prof. Wiancko read the following paper on "Improvement in Corn":

Pres. Reynolds: Before noon we had a talk on car service that brought out a good many interesting points and the report of the legislative committee treats of the same points. I would like to recommend the appointment of a committee to whom would be referred the matter of making a test case with the railroads in regard to delays in shipments and delivery of grain. It certainly is high time for us to know whether the railroads are disposed to stand the losses incurred by these long delays in delivery of grain. I understand some claims have been paid.

J. B. Ross, Lafayette: I move that such a committee be appointed by the

chairman. The motion was seconded and carried.

Pres. Reynolds: We will now hear from Mr. J. S. Lazarus of the C., I. & W. R. R.

Mr. Lazarus had the following to say in reply to questions put to him:

Whenever we make a change in the rules we send a copy to all shippers on our list. We will be glad to place any shipper on our list upon request. We have good grounds for asking you to load cars to their capacity. We had, a few years ago, cars carrying 30,000 pounds, while now we have cars carrying 60,000 to 80,000. The result is we have reduced the rate 7 cents to Indianapolis, as we have a less number of cars to haul as dead weight.

Secy. Sampson: If we will furnish you with a list of shippers in the state will you place them on your mailing list?

Mr. Lazarus: We will be glad to do it.

If the agent orders one or more cars at a station we accept the order. There are a good many track loaders, who have no facilities at the station.

The only protection we have when a car is leaking. If car is inspected and it is leaking a record is made of it.

It is our custom for every agent to have a seal that compares with the number of his station. If his station is 75 miles from Indianapolis his seal number is 75. I can't see, if the way bill shows where the car originated, that it would do any good to put it on the bill of lading.

Our train despatcher distributes the cars without any discrimination against any point.

We had a car that was sidetracked and laid for 6 weeks thru the stupidity of the agent in not trying to find out what was in it. That was during a big rush of business. I sent instructions to have the car sent to Elevator A and unloaded and told the agent to send his bill, and we lost on that car I think about 7 cents a bushel. Of course there are times when it is almost impossible to get cars.

The Central Freight Association has a committee to look after grievances of shippers. If your members have any grievances and send them up there they will receive respectful attention. I will say that during my experience I have never known a wrong that was not righted. If you will take any injustice up with the Central Freight Association I am sure you will receive respectful hearing and you will get justice.

C. S. Bash: I would suggest that the chair appoint a committee of 10 instead of 3 to take up the matter of legislation.

C. B. Riley, Rushville: I move you that a committee of 3 to 5 be appointed to confer with other committees of like character from other associations in this state and that the secretary of this association be instructed to arrange for meetings with these committees. The motion was seconded and carried.

B. Taylor, Lafayette: I move that an additional committee of 5 be appointed, to make a legislative committee of 10, consisting of this conference committee and legislative committee.

The motion was seconded and carried.

Pres. Reynolds: I want to tell you, gentlemen, that your committee appointed last year to endeavor to have this railroad legislation passed met with, to say the least, pretty shabby treatment. I want to say to you, gentlemen, that the first interest you and I have is our business interest, without regard to politics. The man that would veto a bill that was so eminently fair as to pass the senate with-

out a dissenting vote, and veto it without reading it, that man is not worthy to be governor of Indiana. I tell you the best you can do is to search yourself before it is everlastingly too late. Therefore, I want to say that a committee of 5 or a committee of 10 can only do a small part of the work. No committee you can appoint can accomplish much unless there is concerted action on the part of the grain dealers of Indiana.

Mr. Ross: I believe the proper way to get at this is to get copy of these two bills we tried to get thru the legislature, the insurance bill and the other bill, have copies of these bills printed and distribute them to those who are running for public office and ask them if they are willing to support them. If they are, support them. If they are not, do something else.

Upon request to do so Mr. McCotter of the Grain Dealers National Mutual Fire Insurance Committee gave some statistics regarding the work done by the company and showing its present financial standing.

Upon motion the following resolution was passed:

Resolved, that the Indiana Grain Dealers Assn. request all the railroads in the Indiana Car Service Assn. to place all switches and stations under the same demurrage charge, without discrimination.

Pres. Reynolds: We have with us Mr. Stibbens of the National Assn. and also Mr. Beyers of the Illinois Assn. and would like to hear from both.

Mr. Stibbens: I have done considerable talking and don't want to inflict myself on this audience. There is one thing I wish to call your attention to and that is the honest fulfillment of contracts. I believe there are some people in the grain trade that do not consider their obligations as sacred as they should, otherwise we would not have as many arbitration cases as we have thruout the country. There are some dealers that are members of the assn. that refuse to arbitrate cases, and if I were to diagnose their case would say that they were unfair or dishonest.

There is also another matter I would like to call your attention to and that is the careful cooping of cars. According to the records of cars received in several different markets some country dealers must be grossly careless. At Minneapolis, in the month of September, there were received 16,548 cars, 506 leaking doors, 272 leaking in box, 543 were not sealed and 142 had open doors, making a total bad order cars of 1,375. Now these 506 cars that were leaking at doors must no doubt be due to shippers who loaded the cars.

In Kansas City out of 4,902 cars 215 were leaking at grain door. In Chicago in the month of October there were 28,000 cars received—leaking at grain doors, 1,193; leaking over grain doors, 584. It would seem to me that the country shippers are responsible for all leaking grain doors in these cars. You cannot blame the receiver or the weighing department because thru your negligence grain was lost in transit. I presume what is true in other states is also true in Indiana.

I believe that every association should enforce the rule regarding arbitration and suspend or expel every member who refuses to arbitrate a difference with a receiver in any market. Unless you do this you will never uphold the objects of arbitration and it will become simply a farce. When two men enter into the arbitration of a case they go before a notary and swear they will stand by the decision.

I presume that there are some grain

dealers in the state of Indiana that are not members of this association for the reason that it costs them \$10 or \$12 a year and they are not sure they will get returns from it. If any grain dealer can sit in his office, read the reports of these conventions in the grain journals and not see how much benefit they are to the grain trade I do not believe he will make a very good member of the association, because his comprehension is so small he would not understand the discussions that take place in these meetings.

A great many members forget that it is the members of the association that go to make up the association and expect too much from your officers. If each one would put his shoulder to the wheel and push the work along you would accomplish more at the end of the year than you have done in the past. If you do not lend your moral and financial support to this organization it cannot be a success. There is no president or secretary that can successfully conduct the affairs of the association unless he has the confidence of its members.

Geo. Beyer was called upon and spoke as follows:

I have only been secretary of the Illinois Asso. since last June. Will say, however, that we are getting on very nicely and getting new members every day and mean to pursue our work for the good of the association. The association is spreading out a little farther than ever before and more organized effort is being made than ever before. Now all the state assos. practically are affiliated with the National Asso. We find we have to do this in order to accomplish anything in the terminal markets. The local affairs can be settled by the local associations, but when you want to accomplish anything in Chicago, St. Louis, Toledo, Indianapolis or any other terminal you have to work with the different assos., because their states are interested just as much as your own state is.

We have been doing quite a little work in St. Louis, that is the secretaries of the different assos. in regard to the weights there. We have succeeded in making some decided changes. They had 22 men where they now have 40 and have watchmen in every elevator to watch your grain when it comes there. In E. St. Louis we are meeting with considerable opposition from our political friends. We asked them to allow the Merchants' Exchange of St. Louis to supervise the weights there. We have some Merchants Exchange weighmen in the elevators in St. Louis, but the railroad and warehouse commission have ordered them out of there and put in other men. You will find in this state if you put the inspection and weighing in political hands it will not be satisfactory.

I was in St. Louis and found the chief inspector in the elevator asleep there. I asked him if it was not rather early in the day to be asleep and the foreman said, "This is where you will find him nine hours out of ten." I asked if the supervising inspector comes down. He said he was supposed to, but he had only seen him once since he was in the service and that was on the street after office hours. In St. Louis where the new weighing bureau has been started Mr. Warren is working it in the same way. He is trying to get young married men. He starts them with \$50 and increases to \$65 and \$75.

The Pres. appointed the following committee on resolutions: W. W. Alder, Lafayette, D. Anderson, Williamsburg, and J. C. Hite, Peru.

Committee on Constitution and By-Laws: J. W. McCardle, New Richmond; J. W. Sale, Bluffton; A. F. Files, Muncie.

Auditing Committee: J. M. Brafford, Winamac; W. B. Forsman, West Point; J. H. Stewart, Manson.

A motion to appoint a nominating committee of five to report at 9 o'clock in the morning was lost.

Upon motion the meeting adjourned to Thursday morning.

Smoker and Entertainment.

On Wednesday evening the visitors were entertained with a smoker and entertainment in the Board of Trade Hall.

An address of welcome by Pres. Parry, of the Board of Trade, was followed with a solo by Miss Gibson who responded to a generous encore.

After an address of welcome had been extended by Mayor Holtzman Miss Gibson favored the audience with ragtime favorites on the piano.

Two songs by the Grain Dealers' Quartette composed of B. A. Boyd, H. Van Wie, F. N. Loomis and T. W. S. Belcher won the audience.

Don B. Smyth, a local Magician, furnished more amusement. Among other things which he did was the turning of wheat into "Tom Morrison's favorite." He also produced a glass of wine from the same grain which was pronounced up to grade by Andy Kuhl.

An intermission was taken during which all helped themselves to coffee, punch and a sumptuous luncheon.

After luncheon Harry Murbarge furnished much merriment by reciting several mock speeches.

A song by the Grain Dealers' Quartette told of the sad experiences of a scooper.

The jokes and comical stories of the darky comedian Harry Porter were enjoyable.

After Secretary Sampson had read the names of the hosts Mr. McCardle moved that a vote of thanks be tendered them for their hospitality and entertainment. The vote was unanimous.

The numbers on the program were well selected and arranged and the evening was surely an enjoyable one for all.

Thursday Morning Session.

The Pres. called the meeting to order and the convention proceeded to the election of officers.

J. M. Brafford: I move you Mr. President, that it be the sense of this meeting that an entire new Board of Managers be elected. The motion was seconded and amended as follows by H. C. Clark, Lebanon: Moved that we proceed to the election of six directors, 2 for 1 year, 2 for 2 years and 2 for 3 years.

The vote for directors resulted as follows: Owen Thompson, Kokomo, and C. Loughry, Monticello, to serve for 1 year, J. W. McCardle, New Richmond, and A. F. Files, Muncie, for 2 years, and E. K. Sowash, Middletown, and C. B. Riley, Rushville, to serve 3 years.

The Pres. appointed the following committees: Conference Committee: C. B. Riley, Rushville; B. Taylor, Lafayette; B. A. Boyd, Indianapolis; C. J. Pickering, Middletown; D. Anderson, Williamsburg.

Legislative Committee: C. S. Bash, Ft. Wayne; P. E. Goodrich, Winchester; T. Morrison, Kokomo; J. D. Sale, Bluffton; W. W. Alder, LaFayette.

Railroad Committee: J. B. Boss, La-

Fayette; E. W. Bassett, Indianapolis; E. L. Carroll, Decatur.

Arbitration Committee: H. C. Clark, Lebanon; J. C. Gordon, Argos; Geo. R. Hoopes, Logansport.

J. Wellington, Anderson, took the chair and the convention proceeded to the election of President.

P. E. Goodrich: I move that the secretary be instructed to cast the entire vote of the assembly for Mr. A. E. Reynolds for president. The motion was seconded and carried by a rising vote.

Pres. Reynolds acknowledged the action of the convention as follows: Gentlemen, I thank you for the honor conferred on me the second time. If it is on account of anything I have done or failed to do I can only say I have tried to work for the best interests of the asso. I congratulate the association on the work it has done. I believe we can proceed along the lines on which we have operated and do a greater work than ever before.

SECRETARY'S REPORT.

One year ago I reported the membership of the Association as numbering 309 members in good standing, together with 118 additional stations or a total of 427 stations within the state. We now have a membership of 288 country shippers, 8 receivers and commission men owning shipping stations within the state and 30 receivers and commission members not owning shipping stations within the state, 149 additional stations, making a grand total of 475.

From our last year's figures we added 86 new members, and 34 odd stations, but on account of the frequent changes in the grain business this has now been reduced until we have the above number of actually paid up members. The increase in dues on additional stations from \$1.00 per year to \$2.00 per year made last annual meeting increased our revenue some, but still not sufficient to meet the requirements and a further increase made on June 10th to \$5.00 per year. This has increased the revenues materially, but in some instances has caused us to lose a few members. We have one member with dues paid to July 8th who has so far refused to pay on 5 additional stations.

I would not favor a reduction of the dues on additional stations for the reason that the members who are unwilling to pay their proportionate amount on the stations they operate are so few that we can better afford to lose them than to lose the revenue on the total number of additional stations. I do not think it necessary to make any changes in the present dues unless it would be possible to change them so that we would be on the basis of an assessment per thousand bushels grain handled by any one firm or station. This might be favored by some, and still might lead to difficulties that would be more complex than our present manner of providing revenues by which to run the organization.

Too many non-member grain dealers are prone to look upon the question of dues to the Association as an expense which is unwarranted and for which there is no return. They are mistaken in this for the reason that were it not for our organization the conditions of the trade would soon return to the demoralized, disorganized, condition that existed before grain organizations were known. A grain dealer should properly consider dues to the Association as a fixed charge entering into his business the same as his rent or other operating expenses.

REPORTS.—I find that the Association could be of more value to its members, and accomplish with less delay, desired results if the members would make more haste to the office without delay when they were asked for information and give these reports in an intelligent manner. This is certainly an important work, and were not the reports desired they would not be asked for. Our office sent out early in December about 900 report blanks in reference to terminal markets and up to this time we have received 36 in return. Of this 36 there are possibly 10 or 12 that are gotten up intelligently enough to be of any service. The lack of a complete report on this matter makes the effort we have put forth a loss of time and expense, as the number received are so far from the total that the results are of practically no

value. Therefore, if you expect the Association to benefit you in matters requiring statistics and data, you must give this information when it is asked.

LEGISLATION.—You are familiar with the efforts put forth last year to secure legislation beneficial to the grain dealers, and have received a copy of the legislative report so that it is not necessary for me to enter into details in this matter. We are now in need of national legislation to further empower the Inter-State Commerce Commission, so that that body will be effective and not simply a figure head. This matter has been hanging fire for two or three years and there are 148 commercial organizations that are working for this legislation, but it seems the railroad companies are so powerful and so generous with their annuals, that our United States senators and representatives will not listen to the wishes of their constituents, but will always vote for the interest of the railroads so that they can ride free on their trains.

Other national legislation that is being attempted and should by all means be defeated is the bill to establish national inspection under government control, of which we wrote you a few days ago and requested you at once to defeat this, but up to this time have only heard from six or eight members advising that they have done as requested. How can you expect the Association to accomplish what you desire when you will not do your part. There are times when the organized influences of the Association can accomplish far more than individual influence, still there are times when in addition to this organized influence it is necessary to have the individual appeals from each and every member as abovementioned.

Passing national legislation will now come to state legislation. What this shall be must be determined by you at this meeting or some future meeting of the Association, unless you entrust this to your legislative committee, who are anxiously watching for an opportunity to defeat unjust measures and further just ones. Along this line we now have need of individual efforts and support to carry this matter through. What we need is to organize and begin some political work at home, so that men favorable to just and equitable laws for grain dealers and farmers are elected to the coming session of the legislature one year hence. If we get the right men in office, men that cannot be influenced by personal favors, but have the interest of their constituents at heart, we may expect to accomplish some results. If we do not it will be the same old story of lobby, graft, boodle and corruption, with no legislation for the grain men.

TERMINAL WEIGHTS.—There is no question but what terminal weights have improved as a result of the association agitation and demands made upon representatives of terminal markets that some system be adopted whereby there would not be so many complaints in regard to short weights. The most accepted system is that of Merchants Exchange Supervision in markets where they have public elevators and mills, and where the grain buyers in these markets are connected with some commercial organization, such as the Board of Trade or Chamber of Commerce. In the past year the Grain Dealers Nat'l Assn. through the efforts of the Advisory Committee, which is composed of the various state secretaries, have been working very hard in St. Louis, with the result that that market has now Merchants Exchange Supervision of weights, and the Board of Trade has passed a rule compelling all members to make settlements of these weights. As there is practically no grain goes from Indiana to St. Louis, we have not been connected personally with this crusade, not from the fact that we did not believe our influence would be of value, but in order to save the expense and spending the time necessary to give this matter personal attention.

In a recent communication from Mr. George A. Wells, the Chairman of the Advisory Committee above referred to, he states that early in February he desires to call this committee together and make a personal inspection of the weighing systems in Toledo, Buffalo, Baltimore, and possibly New York. This inspection by the advisory committee will undoubtedly result in some good, and will have the effect of putting the weighing bureaus on their guard when they know that their system is subject to criticism. Shortly before Mr. Wells wrote me, at a local meeting in Ft. Wayne a complaint was made in regard to weights in Buffalo. I took this matter up for the complainants, and the chief weigh-master, Mr. J. D. Shanahan requested that I furnish him the car numbers upon which the shippers

based their complaint. I endeavored to do this but from one member got no reply, and the other member stated that he did not want to give the car numbers because they weighed on a fifty-bushel hopper scale and had several cars that had overrun in Buffalo upon which they were confident they had forgotten to set down one draught. I asked him if it could be possible that they had set down one draught twice on the cars that fell short, and he replied that this could not possibly occur. When I asked him how he knew it could not occur he replied that they never did that.

I merely recite this incident to show you that there are some claims for short weights which are not well founded. We do not wish to be constantly complaining to the various weighing departments unless we can substantiate our claim that the car actually contained the amount of grain that you thought it did, and that there was an actual shortage. Too many shippers are careless in loading cars where they have small hopper scales and are very liable to make errors which they are always ready to blame on the man at the other end. It is a well-established fact that errors are less liable to occur where the contents of a car can be weighed in one draught than where they are weighed in several draughts.

Again, shippers will buy a scale which weighs correctly when it is installed, and do not use precautions by having their scales tested frequently or seeing that they are level. Wherever a small hopper scale is used a system should be established whereby you can have a double check on all the weights and number of draughts that you put into a car. Better than this is the hopper scale that holds 500 or 1,000 bu. Many members say that it is too expensive to install such a scale, but when you consider that you are constantly having trouble with your weights and are yearly charging off large losses occasioned by short weights, is it not more economical to put in a scale that is more fitted for your purposes and save the losses which you have been formerly making? There are some markets, such as Cincinnati and Pittsburg, which are in urgent need of improved weighing facilities, and it only requires a continual demand from our association collectively, and our members individually, to induce these markets to establish more modern and more accurate weighing systems.

As to scale inspection the Toledo Produce Exchange has repeatedly offered to send their scale expert, who is one of the best in the country, to the elevator of any of our members who will pay the actual expenses of this man incurred in making the inspection of your scales. His salary is paid by the Toledo Produce Exchange, and inasmuch as they give you his time free you can well afford to have him make a yearly inspection of your scales. Much more could be said on this same subject, but what we most need is active work, and I especially desire that you take some action which will get this matter started in the markets that most require it.

Last summer three of our board of managers, together with myself, were in Toledo, and while there we visited one of the elevators and made an inspection of their weighing system in order to ascertain, if possible, if there were any irregularities in regard to their weights. We found everything to be in excellent shape with the exception that the Produce Exchange Weighing Bureau had no provision for a man on the inspection and unloading track to take a record of any broken seals or leaky cars. I recommend that you pass a resolution requesting the Toledo Produce Exchange to provide for this in the future.

TRADE RULES.—The trade rules of the Grain Dealers Nat'l Assn. have been closely followed by this organization in adjusting any existing differences between buyer and seller, and we have never yet adopted these rules to govern the members of our association in their transactions with their correspondents. The Secretary of the Grain Dealers Nat'l Assn. is now working with the various grain trade organizations in terminal markets as a result of a motion made at the last annual convention of that association to have these organizations adopt these rules, and in that manner have uniform trade rules throughout the entire country. I therefore recommend that this organization adopt these rules at once, and that each individual member request his correspondent in the various markets to use his influence with their organization to have them adopted.

RAILROAD CLAIMS.—Last spring an effort was made to collect the claims of

members against the railroads for damage to grain occasioned by delay and proceed to collect these through one attorney recommended by the association, but for various reasons these claims were not of sufficient force or were not substantiated by sufficient papers to make them strong enough to carry. As yet, very few shippers have received any satisfactory reply from the railroads in regard to their claims, and only a small per cent. of these claims have been settled. I recommend that a committee be appointed to take this matter in hand and confer with the railroad companies regarding the payment of these claims, and if no satisfactory reply is given then that this committee be empowered to levy an assessment on all parties having claims for the purpose of selecting the best of the claims and carry them through the courts in order to establish a precedent in regard to the responsibility of the railroad companies to a shipper when they accept this grain in good condition and deliver it in spoiled or worthless condition.

SHIPPERS PROTECTIVE LEAGUE.—The Shippers Protective League of Indiana was organized in Indianapolis about a month or six weeks ago for the purpose of adjusting differences between shippers and the railroad companies, further legislation for the protection of shippers, and other matters of importance to shippers. The secretary of this association called on me shortly after they had perfected their organization, and requested that we become members of the same. I took this matter up with our board of managers and they all recommended that we become members. After hearing from them I thought best to refer this matter to the members at the annual meeting, not that I thought our board of managers were not capable of deciding this matter, but for the reason that the railroad companies are looking upon this organization as being antagonistic to them, and if we became members of it they would feel that we were lending assistance to an antagonistic organization.

I therefore recommended that this matter be thoroughly discussed and considered, and that the decision of the board of managers be governed by the voice of the members of this meeting.

CAR SERVICE.—We have listened with great interest to Mr. L. H. Mummert, Manager of the Indiana Car-service Assn., and I hope we all feel more friendly toward the car-service association than before hearing Mr. Mummert. You will likely remember in the November bulletin an article on this subject in which we said in the third paragraph from the close that Mr. Mummert favored reciprocal demurrage, which he termed as being a good thing. Through a misunderstanding we misquoted Mr. Mummert, he meant it would be a good thing for the shipper but under the present car-service rules not so for the railroad companies, and for that reason not favored by them. This is all the more a reason why the shipping public should follow out our suggestions in this last paragraph and make these demands from the railroad companies. We sincerely regret that we misquoted Mr. Mummert as we do not wish to place him in a wrong light before the public or the railroad companies.

We believe that the Indiana Car-Service Assn. is a benefit to the grain shippers, and we feel very kindly toward Mr. Mummert for his expressions of fairness in cases where there is reasonable doubt as to the assessing of demurrage. We also feel that Mr. Mummert is ready to lend us assistance by seeing that the proper amount of demurrage is collected on cars loaded by scoop shovellers. If he does this we believe that it will soon make scoop shoveling more unprofitable than without car-service.

THE AMERICAN FARM CO.—The American Farm Co. is an organization that began operations in Ohio for the purpose of doing the farmers for their personal gain. They are not operating in Ohio now under any name, and could not do so as Ohio farmers and Ohio grain dealers are onto them. The Ohio Grain Dealers Assn. had them ousted from the state, and as the association defended a suit against one of their members instigated by this company to collect notes given for the building of an elevator which they failed to do. It is not the intention of this gang to build and operate elevators and warehouses anywhere. Their main purpose is to get a lot of "suckers" to sign what they call a contract, then later on come around and try to collect the money by law. The same crowd began operations at Keystone, Ind., under the name of "Farmers Co-Op. Elevator Co." We gave

them a write-up in the November bulletin, which no doubt you recall.

I recommend that you take action, instructing the association to confer with the Attorney General and get him to file suit in ouster against this company and its representatives so that we will not be bothered with them any more. While this company does not affect the business of the grain dealers at the same time it does affect the farmers and makes them suspicious of responsible grain men who are proposing to build new elevators. If we can save the farmers money we are furthering the cause of our organization. All that is necessary is to obtain from the Secretary of State a copy of their charter and refer it to the Attorney General, setting up the illegal terms of their constitution or rules which empower their board of directors to assume unheard-of powers in the management of the business; also the literature they use promising 12 per cent dividend, big profits, big prices, premiums for big yields from their fancy seed corn, oats, and wheat, and, in fact, everything that sounds big but has no backing to it.

PAYMENT OF DUES.—A large number of our members are very prompt in the payment of their dues, but at the same time there is too large a percentage who do not give proper attention to statements, and it is a very difficult matter to collect dues from this percentage. It would lighten the work of the secretary a great deal if dues were paid more promptly, and by some more willingly.

ARBITRATION.—The arbitration feature of our association has been very valuable in settling differences between members and non-members, but we occasionally find a man or firm who assume the position that they are right and will say that they have nothing to arbitrate, and we find it very difficult to induce them to submit to arbitration. They are so firm in their belief that they are right that some of them have signified their intention of withdrawing from the Association rather than submit to arbitration. In such cases as these we have taken the position that their resignation cannot be accepted until the case is disposed of in a satisfactory manner. We have had one instance wherein we had to expel a member for refusing to arbitrate and now have another case of a similar character which is ready to go before the Board of Managers for their action.

As Secy. Stibbins told you yesterday, a man who will refuse to arbitrate an honest difference is either dishonest or has a case which will not stand upon its merits. This may be putting it a little strong, but at the same time no reasonable grain man should object to submitting a case to arbitration. Whenever we have a member who refuses to arbitrate it not only reflects on the standing of this member, but is a discredit to the Association, as receivers and commission men naturally feel that if our association was of any value and any force, we could compel our members to live up to its rules.

The Committee on Constitution and By-Laws who will make its report will probably cover these points, but should they fail to do so request you to take action upon them so that in the future we will have rules and regulations of sufficient force to maintain the dignity, honor, prestige, justice, fairness and equity of the Association.

RELATION OF MEMBERS ONE TO ANOTHER.—The members of this Association should always bear in mind the fact that they are not working now as individuals as in the past, but are working for their own interest, also the interest of their brother dealers and neighboring competitors. If they will bear in mind the fact that they merit the same consideration and treatment that you desire, and you will give them this treatment and they in turn return it, there will be less contention as to territorial lines and methods of buying grain.

Be honest and fair with each other always bearing in mind the fact that your brother dealer wants to make a living as well as you do, and that you can make a better living by working together than by taking undue advantage of each other, or accepting as facts that which you do not know is true.

In closing this, my second annual report, I desire to say that in the past year I have endeavored to manage the affairs of the secretary's office with fairness to all and malice to none with the one object in view, of building up an organization that would stand first in line in its honor and integrity.

It may be that I have offended some and that their ideas have not been in conformity with mine, but I sincerely assure you it has been unintentional on my part and

if I have ever been in the wrong I have always been ready and willing to make amends. You will always find me anxious and ready to promote the interests of the grain trade of Indiana as a whole, and all our members as individuals and place it above suspicion or reproach and our association in a position of honor and respect before the grain trade and public in general.

I thank each individual member and our officers for their assistance and co-operation during the past year. I also thank the non-members of the Association who have shown an interest in it and hope that the next year the interest will increase enough so that they will become members of it.

The treasurer's report was read and upon motion of J. D. Sale was referred to the Board of Managers, as provided in the constitution. The motion was seconded and carried.

J. W. McCordle for the Committee on Constitution and By-Laws made the following report which was adopted.

REPORT OF COMMITTEE ON CONSTITUTION AND BY-LAWS.

ARTICLE III, Section 1, reads as follows:

The officers of this association shall be a President, a Vice-President, a Secretary-Treasurer, and a Board of Managers, composed of the President and six members.

We, your committee, recommend that said section shall read as follows:

The officers of this association shall be a President, a Vice-President, a Secretary, a Treasurer, and a Board of Managers, composed of the President and six members.

And said President, Secretary and Treasurer shall constitute a finance committee.

That said finance committee shall allow all bills and claims of said association, and that two members shall constitute a quorum.

Said finance committee shall meet monthly at the Secretary's office in Indianapolis, and this committee shall submit reports to the Board of Managers at their regular meetings for their approval.

And we further recommend that the following words be inserted in Article III, Section 2, to read as follows:

The election of the Secretary and Treasurer shall be by a vote of the Board of Managers and said Board of Managers shall name the amount of bond to be required of each officer.

Secy. Sampson offered the following suggestion: There is one thing in which we are now weak which should be corrected, and that is we have no specific rule for compelling, or expelling from the asso. a member who refuses to fill a contract or make settlement of an honest difference. We should adopt a rule favoring this point. These matters come to my attention more than they do to outsiders, and we would gain strength and favor with the receivers if we passed such a rule.

J. W. McCordle: I move you Mr. Pres. that the suggestion be not concurred in. The motion was seconded and carried.

Secy. Sampson also made the following recommendation: Another rule that should be passed, is that where a member desires to withdraw from the asso. he should give the secy. 30 days' notice in writing and be required to pay up all dues and assessments to date from the day the resignation takes place. Some of the other assos. have this rule. We have lost considerable money by not having such a rule.

No action was taken on this suggestion.

J. D. Sale offered the following resolution which was adopted:

ONE DOLLAR PER YEAR FOR REGULAR MEMBERS OF G. D. N. A.

WHEREAS, The Grain Dealers' National Assn. published in their list of members the following: "regular membership in the National Assn. entitles holders to honorary membership in each of the affiliated associations," and

WHEREAS, There is no provision made in the Constitution and By-Laws of the Grain Dealers' National Assn. for such honorary membership in the affiliated associations or in the Constitution and By-Laws of the Indiana Grain Dealers' Association, and

WHEREAS, The Indiana Grain Dealers' Assn. is required to pay to the Grain Dealers' National Association the amount of \$1.00 per member per year for all members in good standing, in order that said member may be considered an affiliated member of the Grain Dealers' National Assn.; therefore be it

RESOLVED, That this Association shall not consider the regular members of the Grain Dealers' National Assn. as honorary members of our Association unless the Grain Dealers' National Assn. or such regular member who desires to be considered an honorary member of our Association shall pay to our Association the sum of \$1.00 per year, which shall entitle him to honorary membership only. Said honorary membership only extends to the privileges of the meetings, but are not allowed a vote. Nor the privilege of presenting arbitration cases on the same basis of expense as regular members of our Association. Also be it

RESOLVED, That a copy of this resolution be forwarded to the Secretary of the Grain Dealers' National Assn., or such the advice of the action taken thereon.

W. W. Alder, Chairman of the Resolutions Committee, offered the following report for that committee:

REPORT OF COMMITTEE ON RESOLUTIONS.

Your Committee on Resolutions have the honor to report as follows:

RESOLVED—

1. That, as our interests and the producers of grain are mutually blended, we pledge ourselves to do all in our power toward securing legislation and by other means to enhance the value of the farm products.

2. We cordially endorse the efforts now being made by the various experimental stations and farmers' organizations for the breeding of seed corn and other grains, and extend our thanks to Prof. A. F. Wiancko, who favored us with a paper on this subject.

3. That the sense of this convention is that any person, firm or corporation having sufficient facilities for properly handling grain be solicited to join the Association; and that, in conformity to the rules, they be received.

4. That we oppose the movement looking to the placing of the inspection of grain in the hands of the general Government, as we are convinced that it would work to the detriment of both producer and consumer. We believe that the efficiency of the inspector should be the standard, and not his political ability to secure votes for his party or candidate.

5. That we favor a law creating a Railroad and Warehouse Commission, similar to those in other States.

6. That while we believe the Car Service Bureau is necessary, we think there should be no discrimination, but that all points should come under these rules, or the system abandoned.

We further believe that the railroads should reciprocate and protect the shipper.

7. That we greatly appreciate the addresses of Mr. L. H. Mummert, Manager Indianapolis Car Service Association, and Mr. J. S. Lazarus, General Freight Agent of the C. & I. W. Ry., and hereby express our thanks to these gentlemen.

8. That we acknowledge our thanks to the Grain Dealers, and Board of Trade for their entertainment, and congratulate the Honorable Mayor for his happy address, welcoming us to the city.

9. We are under obligations to the Claypool Hotel for the accommodations and courtesies extended.

W. W. Alder,
D. Anderson,
J. C. Hite.

Upon motion the report was adopted.

J. D. Sale: I think this asso. ought to have a voice in the matter of reciprocal arrangements regarding the car service. There is a law in Virginia, I understand, which is very effective. I think a committee ought to be appointed to investigate and report at the next meeting.

M. L. Johnson: I move that the Legis-

lative Committee be empowered by this asso. to make a thorough investigation of reciprocal arrangements in regard to car service and to investigate all other car service rules now in force.

Pres. Reynolds: We have with us Mr. Shanahan, Chief Grain Inspector of Buffalo, who has been requested to make some remarks.

Mr. Shanahan spoke as follows:

BUFFALO'S WEIGHING SYSTEM.

Mr. President and Gentlemen of the Convention: I am very glad to be with you today and I thank you for your invitation to come here, altho I deplore the true reason for extending to me that invitation. Some time ago I received a letter from Mr. Sampson, which was very much of a surprise to me, because the tenor of that letter would indicate that there was not very much confidence placed in the weighing department of the Chamber of Commerce of Buffalo by this asso. It was a surprise to me because I felt that I had labored assiduously and honestly to give the shippers of grain to the Buffalo market all that was coming to them and all the protection that could be extended to them under the circumstances.

The weighing department of the Buffalo Chamber of Commerce was instituted about a year ago and it may be well said that it was a child of the Indiana Grain Dealers Assn. It came to the Chamber of Commerce as a suggestion from this asso. There was no difference of opinion as to the needs of such a department in Buffalo.

When the communication was received by the Grain Dealers Assn. of Buffalo from this asso. the matter was referred to the Chamber of Commerce and a committee appointed to take up the matter. The matter received considerable opposition. Our transfer elevators had for two or three years been charging a fee to the trade, not for weighing the grain, but for making out a certificate. That fee was quite an amount for the elevators to give up. In order to conciliate the elevators and still have the Chamber of Commerce have jurisdiction over the weighing of grain the committee thought it would be well at least to try a plan whereby the Chamber of Commerce should hire the weighmen for the elevators and have jurisdiction over them.

After the details had been worked out, the position of chief weighmaster was offered to me in connection with that of chief grain inspector. I refused the position twice because I did not want any more responsibility. However, they were not able to fix on a man to take charge of this department and on the third appeal from that committee I accepted the position. I felt as I always do upon taking any responsibility, that I would do the best I could and give satisfaction if possible.

The weighmen were put in as a trial and after a trial of about two months I did not feel the scheme was practical. I felt in a way that the men who were trying to do the weighing at these elevators were practically under the jurisdiction of two different authorities, and like a man trying to carry water on both shoulders.

I took the matter to our grain committee and told them I had given it a fair trial and did not care to take the responsibility longer. Thereupon they gave me authority to change the system according to my own ideas, but upon attempting to do this, the elevators refused to allow us to weigh any grain or issue any certificates on grain weighed, unless we paid them the fee we were getting of 25 cents a car. We suspended operations and began negotiations with the elevator people. In about six weeks from that time, the elevators, I am glad to say, receded from their position and allowed us to place check weighmen in the elevators.

The system we are now working under is something like this. The actual weighing of the grain is done by a man employed by the elevator company, strictly under their jurisdiction. The Chamber of Commerce employs the check weighman or tallyman as he is known, to stand by and see that the grain is weighed correctly, and that a correct record of it is made. Aside from these check weighmen the elevators have the newest improvements in scales, one of which consists of a check ticket, which, when the beam is balanced is inserted into the beam and the weight punched into this card, which is a very good thing, altho not an absolute check, but it shows you the record made at that time and is useful as a comparison

of the record put on the back by the weighman.

During the season of lake navigation a great deal of grain is taken out of the lake elevators and run down to the transfer elevators for mixing purposes. We tally on all this grain from these elevators into the transfer houses and we have yet to find any serious difference. What I mean is that the greatest shortage we have found on grain transferred in that way was about 250 pounds. That gives me confidence that the scales in the transfer elevators are right, that the men there are doing their duty.

Aside from the system of which I have told you I have charge of the grain inspection. The grain inspectors are furnished with form tickets on which are places they can quickly designate condition of the car, leather or anything of that sort by simply making a mark. On the cards are places to state whether the seals were intact or broken. These reports are placed on file and whenever complaints are referred to me I look up these tickets to learn condition of the car when inspected. Recently I have kept an inspector constantly at these transfer elevators, not only to look after the grain that is being transferred, but also to record the condition of cars and seals when they arrive at the elevators.

Our Chamber of Commerce has recommended that a reward be offered for the arrest and conviction of any one found stealing grain from a car. If this is legal it is my intention to conduct a vigorous campaign and see if we can stop this pilfering from cars in our yards. I do not think, however, that a great number of shortages reported from the west are caused by such pilfering. Occasionally we see a man taking a bag or two of grain from one of the cars. Now, gentlemen, I have told you of the precautions we have taken; how our system of weighing is done and how I safeguard your interests. When you come to me with complaints of shortages, I hope you will take safeguards to show that your weights are correct.

Of course we get a great many complaints of shortages and during my short experience in locating these shortages, I have found results that have given me an idea that the majority of these complaints are not well founded. One case that came up a few days ago was where a shipper reported the car 30 bushels over. I made inquiries of the weighmen at the elevator to ascertain if anything was wrong and he said no. The car was reported to have arrived in good condition. Further investigation showed that the shipper's scale was limited to 30 bushels and that the grain had been weighed in 30 bushels draughts. He could not make me believe that he had not missed one of three draughts.

Another matter we have taken up is keeping a record of seals when we break them. Many of the seal numbers are very indistinct and we are hardly rewarded for the time and trouble taken in keeping a record of the seals.

In conclusion, gentlemen, I wish to say that our system is just as good as there is in the country; the men in our employ are just as honest as any aggregation of grain men in the country. When you come to me with complaints, I am willing to look them up, but I want your car numbers and data to work on. There is one thing I do not think is fair and that is because some man has a grievance to get the asso. to pass a resolution condemning the market because he has had a shortage in that market when his complaint is without any foundation.

I am happy to say since I arrived here last night I have talked with men here who are favorable to Buffalo and they give us credit for trying to do what is right. If you have any suggestions for us to do to make our work satisfactory, we are ready to do it. I am sure if you will take as much care with the weighing of grain as we do at the terminals you will have less trouble. I also want to say if you want to come to Buffalo and investigate our facilities, I will be very glad to give you all the information I can and to show you our system.

Pres. Reynolds: I am sorry for the occasion that caused Mr. Shanahan to come out here. This asso. is the father of the rule that has gone into force in Buffalo. Our firm is probably one of the largest shippers to Buffalo and I want to say we have not had any complaints against Buffalo since this rule was put in force. I would like to see a resolution adopted exonerating Buffalo from these charges.

J. D. Sale: It seems to me that we ought to show some expression of our appreciation of Mr. Shanahan's coming here and explaining this matter to us and I want to make a motion that a vote of thanks be extended to him and also to the Buffalo Chamber of Commerce for adopting the rule suggested by this asso. a year ago.

The motion was seconded and carried unanimously.

Pres. Reynolds: We have, as you know, had a meeting in June in addition to our annual January meeting, and as some have expressed themselves as being opposed to more than one meeting a year I would like to have an expression from those present as to whether or not they favor the holding of a June meeting, so that the Board of Managers may know the sentiment of the members. All in favor of holding the June meeting manifest it by saying Aye.

All voting favored the holding of a June meeting.

The meeting adjourned.

Convention Notes.

C. G. Egley had his scoop with him.

Tom Morrison returned the hotel silver.

A. S. Garman, represented the Huntley Mfg. Co.

One man from Toledo, F. W. Jaeger, of J. F. Zahm & Co.

Illinois was represented by Geo. Beyer, Decatur, and C. A. Appleby, Casey.

There was one country dealer from Ohio, C. S. Emmerich, College Corner.

Baltimore was represented by Andy Kuhl, of G. A. Hax & Co., and D. Yulee Huyett, Thos. H. Botts & Co.

The Grain Dealers National Mutual Fire Insurance Co. was represented by C. A. McCotter and L. R. Doud.

A. S. Garman & Sons distributed a folder entitled "30 points" which contained 30 pins and some reading matter.

Three elevator builders were in attendance; G. T. Burrell, Burrell Engineering & Construction Co., N. A. Grabill and H. C. Teeter.

T. J. Stofer with W. W. Alder, J. D. Shanahan, Chief Grain Inspector and Nisbet Grammer Supt. Iron Elevator and Transfer Co., represented Buffalo.

Those present from Chicago were G. A. Stibbens; Wm. Hirschy, representing E. W. Wagner; R. J. Sullivan, representing

W. F. Johnson & Co. and G. W. Ehle, with Ware & Leland.

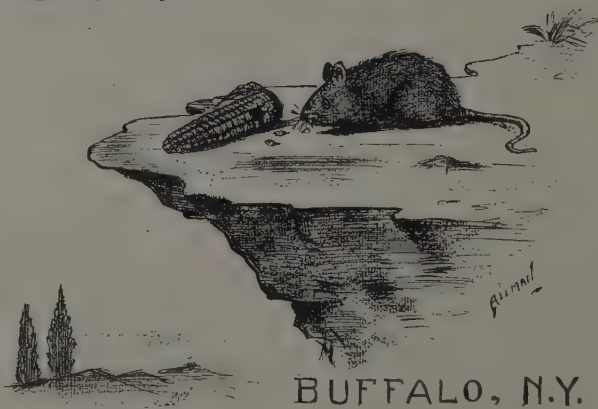
H. H. Hill, of Metzger-Hill Co., P. M. Gale of Gale Bros., D. B. Granger, Union Grain & Hay Co., and H. W. Brown, Henry W. Brown & Co., represented the Cincinnati market.

The following Indiana dealers were present: I. A. Adams, Bunker Hill; W. W. Alder, La Fayette; J. P. Allen, Wheatland; D. Anderson, Williamsburg; E. B. Ball, Rushville; J. H. Ball, Rushville; C. S. Bash, Ft. Wayne; C. M. Barlow, Kokomo; P. M. Blankenship, Paragon; T. Bodine, Covington; B. Boyd, Indianapolis; G. C. Bosley, Milroy; J. M. Bradford, Winamac; O. G. Carter, Goldsmith; H. J. Casley, Dana; H. C. Clark, Lebanon; B. F. Crabbs, Crawfordsville; E. S. Crowder, Sullivan; M. L. Conley, Frankfort; J. C. Dewese, Middleton; W. H. Dunn, Mt. Comfort; C. G. Egly, Berne; J. O. Finch, Williamsport; A. H. Flannigan, Crawfordsville; W. B. Foreman, West Point; H. M. Freeman, Dayton; W. S. Fries, Greenfield; A. Gardner, Cottage Grove; M. Garrison, Converse; O. C. Gordon, Summitsville; P. E. Goodrich, Winchester; N. A. Grabill, Daleville; J. S. Hazelrigg, Cambridge City; L. Henshaw, New Castle; J. C. Hite, Peru; J. K. Hinkle, Burroughs; M. L. Johnson, Evansville; G. W. Jenkins, Sedalia; E. A. Kitchel, Kitchel; M. Kutzinger, Edinburg; C. Loughry, Monticello; J. W. McCauley, New Richmond; W. T. McBride, Frankfort; H. A. Martin, New Castle; C. E. Malony, Yorktown; S. A. Miller, Mulberry; T. A. Morrison, Kokomo; J. A. Neal, Peru; I. B. Newnam, So. Milford; L. G. Orr, Logansport; E. W. Phares, Tipton; C. J. Pickering, Middletown; A. E. Reynolds, Crawfordsville; C. B. Riley, Rushville; Jno. Ross, La Fayette; T. J. Ryan, Delphi; T. L. Reed, Star City; J. J. Snodgrass, Hillisburg; J. T. Sims, Frankfort; C. F. Seward, Kokomo; J. L. Schalk, Anderson; G. W. Summerton, Wabash; J. D. Sale, Bluffton; E. K. Sowash, Middletown; B. Taylor, La Fayette; A. C. Thompson, Freeland Park; M. B. Vannice, Danville; C. W. Vernon and J. Wellington, Anderson; E. M. Wasmuth, Roanoke; J. W. Waltz, New Palestine.

Alaska is estimated by the U. S. Geological survey to contain 2,500,000 to 3,200,000 acres of tillable land.

Grain Trade Firm Name Illustrated.

S. M.



BUFFALO, N.Y.

Exchange Delegates Against McCumber Bill.

A meeting of delegates from the following Grain Exchanges was held January 6, 1904, in the New York Produce Exchange Building, New York, under the auspices of the Chief Grain Inspectors' National Association, in opposition to the McCumber Bill, introduced in the United States Senate and referred to the Committee on Agriculture, providing for national inspection and classification of grain.

The meeting also appointed a committee to draft for recommendation to the various exchanges uniform grades of grain.

The delegates present were: Charles England, Chamber of Commerce, Baltimore, Md.; Geo. F. Reed, Chamber of Commerce, Boston, Mass.; Conway Ball, Chamber of Commerce, Buffalo, N. Y.; Otto E. Lohrke, Board of Trade, Duluth, Minn.; B. B. Minor, Board of Trade, Indianapolis; John Valiant, William H. Kemp, James F. Parker, and G. H. K. White, Produce Exchange, New York; W. S. Upshur, Ches. & Ohio Eltr. Co., Newport News; James B. Canby, Geo. G. Omerley, John Barker, Chamber of Commerce, Philadelphia; E. H. Culver, Produce Exchange, Toledo; John O. Foering (by proxy), Chamber of Commerce, Minneapolis, Minn.

John O. Foering, of Philadelphia, President of the Chief Grain Inspectors' Association, presided and said that the Convention was called in pursuance of action taken by the Association at its meeting held in Minneapolis in October last, at which meeting rules for grading grain were adopted and recommended for general use in all the grain markets of the United States.

The Chairman read resolutions and communications from the following organizations, not otherwise represented, favoring a uniform system of grading grain and opposing the McCumber Bill:

Chamber of Commerce, Cincinnati, Ohio; Board of Trade, New Orleans, La.; Board of Trade, Albany, N. Y.; Grain Dealers' National Association, Merchants Exchange and Board of Trade, Portland, Me.; Chamber of Commerce, Milwaukee, Wis.; Chamber of Commerce, Minneapolis, Minn.; Grain Dealers Association, Kingfisher, Okla.; Grain Dealers Association, State of Indiana; Grain and Cotton Exchange, Richmond, Va.; Railroad and Warehouse Commission, St. Paul, Minn.

A strong communication from the Railroad and Warehouse Commissioners of Minnesota and a telegram from the Indiana Grain Dealers Association, in session at Indianapolis, against the McCumber Bill, were received and read.

The Louisville (Ky.) Board of Trade sent a communication in opposition to national grain inspection and uniform grades of grain.

The Merchants Exchange of St. Louis sent a communication in favor of National Inspection and uniform grades of grain.

The following resolutions were adopted:

WHEREAS, A Bill having been introduced into the United States Senate "To provide for the fixing of a uniform standard of classification and grading of wheat, flax, corn, oats, barley, rye and other grains, and for other purposes;

WHEREAS, The passage of any measure disturbing the present system of Boards of Trade inspection, under which the present grain trade of the country has been built up would be injurious to the best interests of the producer, dealer and foreign buyer.

RESOLVED, that the delegates, representing the larger proportion of the grain markets of the United States, convened at the New York Produce Exchange, Janu-

the inspection of grain by the National Government at terminal markets would be detrimental to the agricultural interests and the grain trade of the country; that we are absolutely and unalterably opposed to any attempt to exercise governmental inspection of grain; and, having from past experience found the supervision of inspection under political bodies to be entirely unsatisfactory, we are opposed to any attempt to exercise such supervision. We also declare in favor of having the inspection in all terminal markets under the supervision and control of the commercial organization of such markets.

RESOLVED, That John O. Foering be and hereby is made permanent Chairman of this Convention, with power to appoint



Dan E. Richardson, Chicago, Deceased.

Committees and carry out such line of action as this Convention may determine upon.

RESOLVED, That these resolutions be sent by the various Exchanges to their respective representatives in Congress, and that these representatives be also advised of the action of this meeting in respect to the formulation of uniform grades of grain for all grain markets.

RESOLVED, That it is the sense of this meeting that a uniform system of rules for grading of grain is desirable, provided such uniform rules can be drawn and presented as will be acceptable to the various Exchanges interested.

RESOLVED, That the Chairman appoint a suitable committee to take under consideration the subject of uniform rules for grading grain, and that the Committee, on completion of their labors, report to the permanent Chairman, and that he present the rules drafted to all grain exchanges for their consideration and adoption.

After adopting suitable resolutions thanking the New York Produce Exchange for courtesies extended, the Convention adjourned subject to the call of the Chair.

Gluten corn cake is reported by Consul Thacker of Havre to be arriving in France in bad condition. More than one-half of one cargo had spoiled on the way from the United States.

Death of Dan E. Richardson.

Dan E. Richardson, one of the most prominent figures in the grain trade of Chicago and the southwest, passed away at Montecito, Cal., Dec. 24.

Born at Montpelier, Vt., 55 years ago, Mr. Richardson was given a liberal education. After being graduated from Harvard college and the law school he practiced law a few years in Boston. Looking for wider opportunities he went to Sharon, Wis., and engaged in the grain business. He removed to Chicago, joined the Board of Trade, and became a member of the firm of Richardson & Co. in August, 1884. A good portrait of Mr. Richardson is reproduced in the engraving herewith.

In July, 1896, Mr. Richardson went to Kansas City and started a new business under the name Richardson & Co., incorporated. June 1, 1898, he returned to Chicago and established the home office at its present headquarters.

Richardson & Co., Inc., operate the 1,500,000-bu. Santa Fe and 1,000,000-bu. National Elevators at Chicago; 25 country elevators and 10 stations on the Santa Fe in Illinois and Missouri; the Santa Fe Elevators at Kansas City and Winfield, Kan.; a line of 10 elevators in southeastern Kansas, with headquarters at Caney; the Gainesville (Tex.) Elevator, 15 stations in the Territories and Texas, and the 600,000-bu. Galveston Elevator B. A large shipping business is done to New England, and a heavy export trade by way of the Atlantic seaboard as well as thru Galveston.

On account of ill health Mr. Richardson went to California two months ago, but failed to improve and his death was not unexpected. After funeral services at his suburban home, Riverside, the remains were interred in Forest Home Cemetery. On the day of his burial, Dec. 29, the elevators were closed between the hours of 11 a. m. and 3 p. m.

He is survived by a widow, one son and married daughter.

The Indiana Millers Mutual.

The annual statement of the Indiana Millers Mutual Fire Ins. Co., which was organized in 1889, shows that it has passed the million dollar mark in face value of premium notes and in surplus to policy holders, the notes amounting to \$1,001,474.93 and the surplus to \$1,021,347.28.

The company's total cash assets including bonds, stocks, loans and cash amounted to \$149,064.90, making the gross assets \$1,081,347.28.

The company's losses during 1903, including one loss not adjusted, amounted to \$55,024.56.

Statement of the Grain Dealers National Mutual.

The annual financial statement of the Grain Dealers National Mutual Fire Insurance Company of Indianapolis, Ind., issued Jan. 1st, is surely a pleasing surprise to the officers and policy holders.

The losses sustained during the year, of which there were six, aggregated but \$3,207.33. The loss ratio was only 12 per cent, compared with the stock companies' average of 54 per cent, and the expense ratio was but 25 per cent, compared with their 38 per cent. The company closed the year without any losses not adjusted or resisted.

Its total assets aggregate \$323,211.22 and the face value of premium notes is \$350,106.41. The cash assets aggregate \$26,229.69.

The gratifying result of the year's business proves beyond all doubt that grain elevators and contents can be successfully specialized by a mutual fire insurance company, and effect an attractive saving for the insured.

Grain Trade News

CANADA.

Winnipeg, Man.—W. Gibbons & Co. incorporated to carry on a general grain and eltr. business.

Winnipeg, Man.—C. N. Bell has accepted the position of secy. of the transportation commission.

Winnipeg, Man.—About \$10,000 is received in options daily by Chicago from Canadians.—Campbell, McLean & Co.

Winnipeg, Man.—Owing to the slow movement of wheat the Canadian Northern Ry. has laid up a number of locomotives.

Montreal, Que.—A. G. McBean & Co. failed recently. Deals in export hay which have proved unprofitable are said to be the cause.

Morden, Man.—The Board of Trade of Morden is advocating the appointment of inspectors at every station where 300 cars of wheat are marketed.

Toronto, Ont.—The grain section of the Board of Trade has resolved in favor of the government resuming the establishment of grain grades as in former years.

St. Boniface, Man.—A carpenter employed on the eltr. being built for the Crown Eltr. Co. fell Jan. 5 a distance of 50 ft. and was severely injured about the head.

Fort William, Ont.—A millwright at eltr. D fell from the working floor Jan. 2 upon the concrete floor, a distance of 16 ft., and had his arm and ankle broken and was otherwise injured.

Ottawa, Ont.—The first meeting of the Dominion Transportation Commission will be held at St. John, N. B., the second at St. Andrews and the third at Halifax, after which an adjournment will be made for 2 or 3 weeks.

Brandon, Man.—The experimental farm at Brandon has shipped 20 large cases, filled with grain in the straw, and grasses, for exhibition at the St. Louis fair. A large collection of threshed grains, from all parts of the province, will be sent later.

Winnipeg, Man.—Hugh Baird, of the Grain Exchange, was married in Montreal Jan. 2 to Miss Edith Pinder of that city. After a trip to New York and Chicago Mr. and Mrs. Baird will return to Winnipeg, where they will make their home.

Winnipeg, Man.—The annual meeting of the Winnipeg Grain Exchange, which was to have been held Jan. 13, has been postponed until Feb. 1, on account of the temporary absence of Secy. C. N. Bell, who has been appointed secy. of the government transportation commission.

Winnipeg, Man.—During the 4 months prior to Jan. 1, 23,554 cars of grain were inspected, compared with 29,324 cars during the corresponding months of 1902, and 39,457 cars in 1901, as reported in the regular monthly statement issued by D. Horn, chief grain inspector, on Jan. 2. The wheat inspected during the 4 months was No. 1 hard, 470 cars; No. 1 northern, 4,687 cars; No. 2 northern, 6,852 cars; No. 3 northern, 6,205 cars; No. 4, 1,418 cars; compared with 13,511 cars of No. 1 hard, 8,721 cars of No. 1 northern, 2,989 cars of

No. 2 northern, 1,920 cars of No. 3 northern and 454 cars of No. 4 during the corresponding period of last year.

Montreal, Que.—The suit of the harbor commissioners against the Montreal Eltr. Co. to compel that company to pay a penalty of \$40 a day, or over \$2,000, for the non-removal of the sunken eltr. St. Lawrence, came to trial Dec. 29. The pres. of the commissioners when questioned as to why the resolutions passed by the commissioners in Oct., to have the chief engineer remove the eltr., had not been carried out, said that it was his duty to protect the interests of the harbor no matter what resolutions were passed, and having found that the removal was not so easy as was expected, did not put the resolution in force, altho the commissioners were offered the salvage on the eltr. by the eltr. company. The case was continued.

Winnipeg, Man., Dec. 31.—All estimates have been too high and we think 43,000,000 bus. of wheat nearer the mark than our estimate of 47,000,000 bus., given Nov. 14. About one-fifth of our wheat crop will be under No. 3 northern, which we predict will be the predominating grade. The oat and barley crops are much overestimated, as inspections and shipments will show. The wheat crop of Alberta is a failure, its oat crop is below the average and its millers are importing wheat and flour from Manitoba and the other territories. This is certainly an off year for crops, both in quality and quantity. Much more ground was prepared for the crop last fall than ever before, and if the crop is good next year it will be by far the largest that Manitoba and the Territories have ever had.—Campbell, McLean & Co.

CHICAGO.

R. G. Chandler has succeeded R. G. Chandler & Co.

Helmholz & Co. have succeeded Helmholz and Remick.

Memberships in the Board of Trade are selling for \$3.50.

J. T. Bestor, the oat trader, is now with Gillett & Denniston.

The annual dues of the Board of Trade for 1904 will be \$50.

The Galena Eltr. has been made regular and will be operated by Bryant & Co.

The membership of Sir Thomas Lipton in the Board of Trade has been sold for \$3,000.

A morning delivery on Saturdays on the Board of Trade between 8:30 and 9:15 is proposed.

Several estates and 25 members have not paid their membership dues in the Board of Trade for 1903.

Geo. W. Wylie, until 5 years ago a member of the Board of Trade, died recently in Boston, from heart disease.

Vesselmen ask 2½ cents on corn and 2 cents on oats to load and hold for spring shipment. Some space is wanted.

H. H. Peters has been elected pres., and H. E. Rycroft secy. and treas., of the

Crescent Oil & Asphalt Co., of Jasper Co., Ind.

Of 142 cars of corn received in one day recently not one was graded contract, only 36 No. 3, while 83 were No. 4 and 23 no grade.

R. C. Russell, who has been with Chas. L. Raymond & Co. for a number of years, has started a brokerage and commission business on his own account.

Vessel brokers contemplate applying for a change in the rule so that they will not be held responsible for conditions that are beyond their control.

Fred A. Paddleford, who was admitted to partnership with R. G. Chandler a year ago, has withdrawn to open a commission and brokerage business on his own account.

D. P. & J. T. McLaughlin, who have been in the grain commission business at Seattle for the last year, have removed to Chicago and will clear thru W. H. Lake & Co.

Members will vote on an amendment to the rules of the Board of Trade increasing the fees of the appeals committee to \$5 per car, \$10 per canal boat and \$50 per vessel.

The advance in grain storage rates went into effect Jan. 1. After the first 10 days, for which the charge is ¾ cent, the rate is one-fortieth cent instead of 1 one-fiftieth cent per bu.

The Board of Trade closed at noon Dec. 31 and at 11 o'clock Jan. 2 as an expression of sympathy for the many who have been plunged into mourning by the tragedy at the Iroquois theatre.

Noyes & Godman have formed a partnership and the firm will be financed by T. E. Wells & Co. Wm. H. Noyes will have charge of the speculative department and J. R. Godman of the cash grain department.

Edward G. Heeman, who in recent circulars has voiced the dissatisfaction of many with the irregular inspection of grain, wishes to correct the impression that the Board of Trade is in any part responsible for the acts of the inspection department.

Receipts of grain and flour at Chicago during the past year have been 275,466,000 bus., compared with 218,851,000 bus. the preceding year. Board of Trade clearings show a decrease for the year, having been \$72,118,000; compared with \$83,590,000.

Clarence Cole, for 4 years with the Calumet Grain & Eltr. Co., has gone with Requa Bros., and will have entire charge of their shipping business. Mr. Cole will continue the business as before, catering especially to buyers of the choice grades.

John A. Rodgers and Edw. P. McKenna have been admitted to general partnership with W. H. Lake under the name of W. H. Lake & Co. Mr. Rodgers has been with Mr. Lake for the past year and Mr. McKenna was with Bartlett, Frazier & Carrington for 14 years.

The report of the Chicago & North-West Granaries Co. for 1903 shows a profit of only \$68,611 for the American company, compared with \$93,427 for the preceding year, while the English company reports a loss of about \$45,740, making a debit balance of \$255,952.

John F. Harris and Samuel C. Scotten will withdraw Mar. 1 from the firm of Harris, Gates & Co., taking with them the cash grain business which they have conducted for many years. The stock brokerage business of the firm will be

continued by a new firm composed of Chas. G. Gates, John W. Gates, John Lambert and others, to be known as Chas. G. Gates & Co.

Suit has been brot by Harry Reiser against Finley, Jas. and Stewart E. Barrell and David A. Noyes, of Finley Barrell & Co., for the return of \$6,000 which he lost on the Board of Trade last summer, claiming that his transactions were in violation of the state laws.

Chicago has wrested from Minneapolis the leadership of the speculative wheat markets which the northern city has enjoyed for several months past. Recently the Chicago market has covered a wider range, with fluctuations more frequent and representative of the speculative sentiment.

T. C. Edwards, chairman of the legal advice committee of the Board of Trade, has issued a 4-page circular giving a complete history of the bucket-shop fight. A majority of the 22 suits filed has been won. The legal expenses have been \$50,946, and the income from quotations \$100,552.

The trades of Fyffe Bros. & Co. were turned over to Peavey Grain Co. Jan. 5. They had 1,500,000 bus. of grain and were tied up with a lot of open trades which they had not enough money to carry thru but in which was enough profit to offset the losses. The liabilities on the floor are very small.

Thomas Bennett & Co. have engaged Jas. H. Miles to conduct the cash grain department which they have started. Altho new in the cash trade the firm has been established since 1880. Mr. Miles has had charge of Requa Bros.' shipping business for a number of years and is well qualified for his new position.

W. B. Rogers has asked for a receiver to be appointed for the assets of the grain business conducted by Chas. Cummings, John Manley and himself at Cragin. He accuses his partners of failing to keep their agreement to furnish sufficient money to run the business and that they intend to dispose of the business without giving him notice. An accounting is also asked for.

South Chicago eltr. C is alleged to contain considerable bin burned and stained oats which private inspectors have refused to pass as standard. The first objection was met by the appeals committee sustaining the inspection department. On Jan. 6 a second lot was turned down. Chief Inspector Bidwill claims the oats are all right.

Jos. P. Griffin, mgr. of the grain department of the Glucose Sugar Refining Co., says that while in an ordinary year he would have bot millions of bus. of corn in Iowa, this year he has not bot a car in that state. "Under ordinary conditions our purchases up to this time in Nebraska would be in the millions, but so far this season we have bought not over 500,000 bu. in that state. Illinois is selling freely, and probably 90% of the corn that is coming to this market is coming from Illinois. The Iowa corn is so damp that it goes no grade or No. 4, and means only 30c to 35c in this market. When the freight is paid that means only 20c to 25c for the dealer in the west, and less than that to the farmer."

After a spirited contest in which 1,210 votes were cast, the advocates of a more liberal policy succeeded in defeating the old administration by the decisive vote of 693 to 510. The election was in no

sense a personal affair, the candidates on both tickets enjoying the respect and confidence of the membership. The vote simply shows that the majority of the members favor the principles advocated by the new administration as more likely to benefit the active traders. The fight on bucket-shops will be continued to a finish. The new administration will lend its aid to any movement to repeal the Illinois law against trading in privileges, the only statute of the kind in any state. The new President is a member of the city council and Chairman of its Finance Committee.

The new officers elected by the Board of Trade, Jan. 4, for the ensuing year are Wm. S. Jackson, pres., Geo. S. McReynolds, first vice pres., and Walter Fitch, second vice pres. Directors, new, Paul Tietgens, J. Herbert Ware, A. S. White, John T. Sickel, Jas. Crighton, 3 years, H. N. Sager, 1 year; holdover, Charles H. Taylor, R. D. Richardson, Geo. S. Bridge, John H. Jones, William S. Warren, John B. Adams, Emil W. Wagner, Robert Bines, George W. Paten. Committee on arbitration, new, Richard T. Sylvester, Wm. G. Husband, John M. Schaefer, Frank M. Bunch, G. C. Williams, 2 years, James R. Godman, one year; holdover, William J. Nye, Adolph Gerstenberg, Frederick P. Hanson, Benjamin R. Brown. Committee on appeals, new, F. H. Babcock, James E. Bennett, Edwin S. Skillen, L. Harry Freeman, Addison R. Warner; holdover, Harry B. Shaw, Louis G. Squire, Charles B. Pierce, Wm. B. Sickel, William Hood.

Following the report of the special committee which investigated the grain inspection department, the directors of the Board of Trade, Jan. 5, adopted a resolution: That the other inspection committee and the grain committee, jointly, be authorized to employ one or more competent persons to examine grain going into and out of eltrs. declared regular warehouses; and also, to examine grain in which members of the Board of Trade are interested and which may be stored in other places than regular warehouses in Chicago; and if evidence of wrong or unfair inspection of such grain is discovered such evidence shall promptly be submitted to the committee and to the state grain inspection department. Should the state grain inspection department refuse to adjust such wrong or unfair inspection, then the joint committee shall collect evidence and submit the same to the board of directors of the Board of Trade, in order that legal action may be taken against the proper officials of the state grain inspection department under and by virtue of bonds given by such officials for the protection of the public and for the proper performance of their duties, that the aggrieved party or parties may recover the amount of loss sustained arising from such wrong or unfair inspection.

COLORADO

Del. Norte, Colo.—The Del Norte Milling & Eltr. Co. has succeeded the Union Land & Investment Co.

ILLINOIS.

Whiteheath, Ill.—Wm. Murray has bot the eltr. of J. C. Flannigan.

Mt. Pulaski, Ill.—The Farmers' Grain & Eltr. Co. will build an eltr.

Glassford, Ill.—The 10,000-bu. storage crib for A. L. Maple has been completed.

Mattoon, Ill.—Pringle & Browning began the new year in their new office.

Maroa, Ill.—Garrett Schenck; a former grain buyer at Maroa, died Dec. 20, aged 80 years.

Atwood, Ill.—The Atwood Grain & Coal Co. has increased its capital from \$4,500 to \$6,000.

Peoria, Ill.—About 30 dealers of central Illinois held a meeting Dec. 22 at the Hotel Fey.

Humboldt, Ill.—Dealers have 60,000 bus. of corn in eltr. and find it impossible to get cars.

Tuscola, Ill.—The Tuscola Grain & Coal Co. has increased its capital from \$5,000 to \$12,500.

Trimble, Ill.—An eltr. is being erected for the Trimble Eltr. Co., J. T. Cox mgr. by N. A. Grabill.

Middleworth, Ill.—W. H. Brown intends building a grain eltr. and engaging in the grain business.

Herscher, Ill.—C. H. Rumley, of Kankakee, has bot the eltr. owned by the Best estate and took possession Jan. 1.

Peru, Ill.—The Peru Eltr. Co. will install eltr. and grinding machinery purchased from the Nordyke & Marmon Co.

Deland, Ill.—The eltr. office and engine house for H. G. Porter & Co. have been completed at a cost of \$8,000.

Dawson, Ill.—Jas. Smith, of Stonington, will begin the erection of an eltr. as soon as the weather will permit.

Minonk, Ill.—B. M. Stoddard suffered the loss of his 2 children, Dec. 30, in the fire at the Iroquois theater, Chicago.

Manlius, Ill.—H. D. Ridge's new 30,000-bu. eltr. is completed. The work was done by the Burrell Eng. & Cons. Co.

Bluffs, Ill.—The 30,000-bu. eltr. and sheller house for H. & C. Oakes has been completed by the Younglove & Boggess Co.

Milford, Ill.—Geo. F. Patterson has bot a half interest in the eltrs. of E. S. Herron & Bro., at Milford and Stockland.

Scarboro, Ill.—The new 60,000 eltr. of the Neola Eltr. Co., planned by the Burrell Eng. & Cons. Co., is nearing completion.

Westridge, Ill.—The eltr. of T. D. Hanson & Co. had a narrow escape Dec. 25 from fire which caught from a pile of burning cobs.

Peoria, Ill.—The Peoria Board of Trade transacted its usual business the day after Christmas Day, while the other exchanges were closed.

Springfield, Ill.—E. R. Ulrich Jr., of E. R. Ulrich & Sons, has moved his family to Texas and will devote his time to the management of a large rice farm.

Ludlow, Ill.—The Farmers' Eltr. Co. incorporated, \$6,000 capital to deal in grain and fuel. Incorporators, Jas. McCabe, T. H. Peterson and M. A. Walsh.

Kenney, Ill.—J. F. Cooley has bot a half interest in the Kenney Eltr. Co. and L. O. Williams, who has been mgr. will go to Warrensburg as mgr. of H. C. Suttle's bank.

Adair, Ill.—Litigation is expected between the builders of the eltr. and the farmers, who claim it is not according to contract, and have refused to accept the building.

Rossville, Ill.—Merritt Bros. have bot the eltr. of the Rossville Grain Co. and took possession Jan. 1. G. L. Merritt, of

Bloomington, will have charge. Bernard Ludeman, of the Rossville Grain Co., will spend the remainder of the winter in the south.

Rockport, Ill.—The Shaw-Garner Co. incorporated, \$18,000 capital, to deal in coal, hay, grain and flour. Incorporators, Chas. R. Shaw, Wm. J. Garner and Henry R. Anderson.

Graymont, Ill.—The Farmers' Eltr. Co. incorporated, \$10,000 capital, to deal in grain and building materials. Incorporators, W. A. Tuttle, Wm. Hampel and Henry Brinkman.

Waukegan, Ill.—The glucose plant of the Illinois Sugar Refining Co. has been ordered closed again, as the Chicago plant is ready for operation and the Waukegan plant is not needed.

Parkland, Ill., Jan. 1.—Little over half a crop of wheat in this section, or about 60%; corn, 78% and oats about 79%. All corn did not ripen good.—Jacob Bartzfeld, agt. Turner-Hudnut Co.

Assumption, Ill.—Elijah Walker has bot the interest of Jos. Stapleton in Stapleton & Mitchell, the change being made Jan. 1. After a short vacation Mr. Stapleton will take a trip thru the northwest.

Tamms, Ill.—The Illinois Milling & Eltr. Co. incorporated, \$50,000 capital, for milling purposes and to furnish electric light and power. Incorporators, Oscar T. Tamm, Jos. Mayr, Jr., and David S. Lansden.

Illipolis, Ill.—Nelson A. Mansfield, of Nantic, has bot, for \$10,140, the eltr. of E. R. Ulrich & Sons, who agree not to engage in business at Illipolis for 15 years. Mr. Mansfield took possession Dec. 28.

Union Hill, Ill.—During a corn war recently the two grain dealers ran the price up from 31½ to 37½. The farmers sold one of the eltrs. 311,000 bus. in one day near the top figures, and then went away and chuckled.

Bearsdale, Ill.—In view of the fact that the regular dealer, Wm. Ritchie, offered to sell his plant at just what it cost, the farmers company which has just completed an eltr. is entitled to no favors from the trade.

Peoria, Ill.—The grain eltr. of the Corning Distillery Co. burned Dec. 28 with about 50,000 bus. of malt and corn. Incendiarism is suspected as the fire started in the dust room. Loss on the eltr. and contents, \$40,000; insurance, \$12,400 on building and \$21,000 on contents.

Scarboro, Ill.—Shearer Bros., of Stewart, have their new 40,000 bus. eltr. completed and receiving grain. It is the first eltr. to be completed on the new Rochelle branch of the C. M. & St. P. R. R. The Burrell Eng. & Cons. Co. did the work.

Kankakee, Ill.—Bartlett, Frazier & Carrington have let the contract for the working house to replace the one burned in October to the Burrell Eng. & Cons. Co. The eltr. will be 42 x 74 frame construction, iron clad steel tanks for storage will be added later.

Decatur, Ill.—R. E. and F. M. Pratt have been sued by Geo. M. Ashmore, of Chicago, for the possession of property valued at \$16,000, which was deeded to them to cover margins in a grain deal on the Chicago Board of Trade. Mr. Ashmore claims he lost the money in April, 1902.

East St. Louis, Ill.—The East St. Louis Grain Eltr. Co. incorporated, \$25,000 cap-

ital, to operate warehouse. Incorporators, C. H. Spencer, H. B. Spencer and J. T. Milliken. C. H. Spencer and Mr. Milliken have been running the bull deal in December wheat on the St. Louis Merchants' Exchange.

Lostant, Ill.—The many friends of Frank L. Ream, secy. of The Mascot Co., will be glad of the opportunity to congratulate him on the rich strike made recently in the Mascot Tunnel in the Turret Mining district near Salida, Colo. The vein is 5 ft. across and altho low grade its assay is expected to show gratifying results.

Tablegrove, Ill.—The eltr. of S. A. Hendee burned Dec. 22 with a quantity of grain. The fire is supposed to have started from gasoline escaping from the gasoline engine during the absence of the engineer. Altho Mr. Hendee usually carried \$8,000 insurance he had allowed an insurance policy of \$4,000 on building and contents to lapse recently leaving only a policy for \$4,000 in force.

Eureka, Ill.—Jas. M. Davidson, a former grain dealer of Eureka, has filed an answer to the bankruptcy proceedings, started by members of the Chicago Board of Trade, claiming that he was swindled out of \$20,000 which is a gambling debt and therefore cannot be recovered by process of law. The proceedings in bankruptcy were brot by Walter J. Ambrose, Chicago, for \$750; John S. Goodwin, Naperville, for \$800 and Edw. Ellison, Naperville, for \$900, who claim that he committed an act of bankruptcy in transferring his property.

INDIANA.

Bath, Ind.—Chas. Stout is a scooper.

Jackson, Ind.—Davis & Fox, of Tipton, have bot the eltr. of Edw. C. Off.

Valparaiso, Ind.—The Way, Higley Grain Co. has succeeded John Brodie.

Rushville, Ind.—C. G. Clark is building a 100 brl. mill and 30,000 bus. eltr.

Daleville, Ind.—Daniels & Overman's grist mill was burned Jan. 6 about 4 a. m. Insurance on mill \$3,000.

Ewing, Ind.—The Ewing Mill Co.'s new 40,000 bus. eltr. built by N. A. Grabill is giving every satisfaction.

Dundee, Ind.—N. A. Grabill is installing machinery in the new eltr. of Urmoston, King & Co., of Frankton.

Huntertown, Ind.—The new 12,000 bus. eltr. of the Berne Grain & Hay Co., built by N. A. Grabill will be started this week.

Harrisville, Ind.—Tomlinson Grain & Lumber Co. has sold its eltr. to the Pierce Grain & Implement Co., of Union City, for \$5,000.

Indianapolis, Ind.—The National Stock & Grain Exchange has increased its capital from \$25,000 to \$100,000. Frank Douglass is pres.

Cottagegrove, Ind.—John C. Stout is attempting to do a scoop shovel business at points along the C. C. & L. Ry. south of Cottagegrove.

Lafayette, Ind.—Indiana's second corn school, under the auspices of the Corn Growers' Assn. will be held from Jan. 25 to 30 at Purdue University.

Indianapolis, Ind.—W. Watts Bagley formerly with A. O. Brown & Co., of New York, now has charge of A. R. Thompson & Co.'s branch office in the Lombard bldg.

Marion, Ind.—M. L. Swayzee is completing a corn and cereal mill which he will operate in conjunction with his eltr. N. A. Grabill did the work.

Muncie, Ind.—N. A. Grabill has started work on E. T. Sharp's new 15,000 bus. eltr. at Sharp's Station, a small station six miles east of here on the Central R. R. of Ind.

Redkey, Ind.—Lawrence Rook is attempting to conduct a scoop shovel grain business. Indiana has plenty of responsible regular dealers to handle all the grain marketed in the state.

Corydon, Ind., Jan. 1.—The present outlook for wheat is very discouraging. Corn is of very bad quality and very little offering. Wheat about all out of farmers' hands.—Hickman & Hickman.

Paoli, Ind.—The eltr. of the Paoli Milling Co., which contained about 15,000 bus. of wheat, was damaged by fire Dec. 26 when the rest of the plant was burned. Loss, \$15,000; insurance, \$4,000.

Lafayette, Ind.—Joseph Foresman and E. B. Jamieson have formed a partnership to operate the West Side eltr. which is half a mile from the railroad. Neither has had previous experience in the grain business.

The total corn area in Indiana in 1903, as estimated by B. F. Johnson, chief of the Indiana Bureau of Statistics, was 4,227,501 acres and the yield was 126,825,030 bus., with an average of 30 bus. per acre.

Lafayette, Ind.—Bennett Taylor has bot the stock of Robert Bell in the Crabbs-Reynolds-Bell Grain Co., and succeeded him as secy. and treas. and manager of the business. Mr. Bell has retired from the grain business and will take a trip to California with Mrs. Bell.

Indianapolis, Ind.—The annual meeting of the Indiana Corn Growers' Assn. was held in Indianapolis Jan. 6 and was the most interesting meeting ever held by the assn. and the display of ears of corn was never excelled. Professor A. T. Wiancko gave a talk on corn breeding.

Indianapolis, Ind.—Snodgrass & Co., formerly of Marion, who victimized a Toledo firm, are reported to have removed to Indianapolis and set up in the guise of commission merchants. Before sending them any consignments shippers will do well to look up their record.

Indianapolis, Ind., Jan. 2.—Most wheat in north and central sections protected by snow and altho small is in fair condition; in south section drought during seeding time and since retarded germination of seed and growth of plant; wheat is unpromising; considerable corn yet in fields.—Government Report.

Indianapolis, Ind.—A decision very important to the Chicago Board of Trade will soon be rendered by the United States Circuit Court of Appeals in its suit against the L. A. Kinsey bucket-shop, which was heard Jan. 6. The bucket-shop calls the Board another, alleging that only 2% of its trades are closed by actual delivery of the grain.

South Bend, Ind.—The United Grain Co., with offices at Chicago, Toledo and Buffalo, opened an office in South Bend Jan. 1, the object being to keep in closer touch with its eltr. at South Bend, the increasing business of which has made this move necessary. The office will have direct wire connection with Chicago and New York. Geo. A. White, of Chicago, has charge.

IOWA.

Fonda, Ia.—The Tiedeman Eltr. Co. has installed a new gasoline engine.

Minburn, Ia.—Pratt & Son, of Lohrville, have bot out L. J. Kaiser.

Whiting, Ia.—E. M. Cassidy & Co. have succeeded Cassidy & Whiting.—I.

Gladstone, Ia.—J. V. Simek has bot the eltr. formerly owned by F. B. Carson.

Algona, Ia.—W. A. Cordingley is mgr. for the Algona Milling & Grain Co.—I.

Rock Falls, Ia.—Chas. L. Calvert represents Cusick & Byrnes, of Wells, Minn.—I.

Nassau, Ia.—Could not very well get along without the Grain Dealers Journal.—W. J. Graham.

Harlan, Ia.—C. C. Rasmussen & Son have built a grain office and are doing a grain business in connection with their mill.

Desoto, Ia.—H. L. McCombs has completed repairs on his eltr. and installed a Bowsher Feed Grinder and a grain cleaner.

Nassau, Ia., Dec. 30.—This has been the finest winter so far that I ever saw. Grain of all kinds scarce; hay plentiful.—W. J. Graham.

Riverton, Ia.—Jos. Chandler, who was engaged in the grain business at Riverton for a number of years, is dead at the age of 83 years.

Halbur, Ia.—The 20,000-bu. eltr. for the Twamley-Dawson Grain Co., of Omaha, has been completed by the Younglove & Boggess Co.

Desoto, Ia., Dec. 31.—No corn in this section to ship out this year. Many farmers have to buy. Feeders have been paying Chicago prices.—H. L. McCombs.

Des Moines, Ia.—A carpenter, employed on the new warehouse for the Des Moines Eltr. Co., was injured by a fall Jan. 5 and died 6 hours later.

Keokuk, Ia.—A portion of the cereal plant of Hubinger Bros. burned Dec. 20. The 2 grain houses with a capacity of 140,000 bus. were saved.

Parkersburg, Ia., Dec. 31.—Feeders and stock buyers are paying from 40 to 50 cents for corn here and farmers are still holding for higher prices.—P.

McClelland sta., Underwood P. O., Ia.—The 20,000-bu. eltr. for the Twamley-Dawson Grain Co., of Omaha, has been completed by the Younglove & Boggess Co.

Oelwein, Ia.—The eltr. of J. P. Miles was badly damaged by fire Dec. 16 and considerable damage was done to the grain and grass seed. Loss, \$2,500; insurance, \$1,500.

Sioux City, Ia.—A. O. Quigley, who has had charge of the local bucket shop of the Coe Commission Co., took his departure Jan. 1 with \$1,200 belonging to the concern.

Des Moines, Ia.—It is expected that the C. R. I. & P. Ry. will reduce the freight tariffs about 30% on corn from Kansas and Nebraska to all points in Iowa. The proposed emergency rate will be, it is said, between 7 and 8 cents.

Decorah, Ia.—Frank S. Landers of Decorah, who is traveling representative of Gerstenberg & Co., Chicago, lost his niece, Miss Wilma Barry of Chicago, in the Iroquois theater horror, while his sister, Mrs. Coleman of Decorah, was seriously injured.

Grinnell, Ia.—The office of the Weare Grain Co. has been closed on attachment proceedings brot by H. M. Bray, of Grinnell, to whom the company owed \$106.25. The company paid the debt by a draft which was refused payment at Chicago, it is alleged.

Garden City, Ia., Dec. 29.—The weather and roads have been good and considerable grain has been moved lately. Practically no oats in the farmers' hands in the community. Very little corn has been offered for market and what has been sold has gone to feeders at 35 and 40 cents a bu.—Peter Eide, agt. Diamond Grain Co.

Wiota, Ia.—M. B. Lytle, former mgr. for the Des Moines Eltr. Co., has been arrested at Bozeman, Mont., on the charge of embezzling \$200 from the Des Moines Eltr. Co. His method was to raise checks given by farmers and attempt to cover the discrepancies in the book account, which were discovered when his successor took his place after his resignation.

KANSAS.

Scranton, Kan.—F. E. Michaels will build an eltr.

Mingo, Kan.—R. D. Misner intends building an eltr. at Mingo.

Halford, Kan.—The new eltr. for L. E. Eaton has been completed.

Colby, Kan.—The Colby Milling Co. has built an addition to its eltr.

Gem, Kan.—W. O. Eaton has installed a new gasoline engine in his eltr.

Hargrave, Kan.—Hargrave Grain & Live Stock Assn. incorporated, \$10,000 capital.

Lawrence, Kan.—O. E. Karnes has enlarged his eltr. to about 4 times its former capacity.

Wheaton, Kan.—E. L. Robbins has succeeded Chas. Swickard in the grain business.—I.

Phillipsburg, Kan.—The eltr. for the Farmers' Eltr. Co. has been completed and Carl Rule is in charge.

Luray, Kan.—A special train, which was hauling wheat from western Kansas, was wrecked Dec. 28 near Luray.

Oskaloosa, Kan.—J. W. Jones has gone out of business and J. W. Cartwright is looking after his business on the Missouri Pacific Ry.

Lorraine, Kan.—S. C. Groth of Groth Bros. was in Chicago last week and reported the wheat acreage somewhat reduced but backward.

Wichita, Kan.—The annual meeting of the Southern Kansas Millers Commercial Club was held Dec. 29, and was attended by more than 80 millers.

Larned, Kan.—H. M. Holloway has let the contract for the erection of an eltr. at Sage station, on the Jetmore branch of the A. T. & S. F. Ry.

Ottawa, Kan.—C. S. Wilson, of Lyndon, has bot a half interest in the eltr. of W. S. Williams. The firm intends establishing a number of stations along the M. P. Ry.

Hoisington, Kan.—The Farmers' Eltr. Co. has bot for \$4,000 the Brinkman Eltr., which has been operated by Henry Wildgen. The farmers will put it in operation as soon as possible.

Topeka, Kan.—The wagon scales of Eltr. A. of the Taylor Grain Co., which were washed away in the flood, have been replaced and the foundation, which

was damaged by the water, is being rebuilt.

Topeka, Kan., Jan. 2.—Some plowing done, much corn gathered; wheat fair to good condition, being pastured in southeast; early wheat much damaged by fly in a few central counties.—Government Report.

Osborne, Kan.—The eltr. of the Solomon Valley Milling Co. came very near bursting Dec. 23, when a bulge was noticed on the west side. A hole was cut in the eltr. and several thousand bus. of wheat were allowed to run out on the ground, thus relieving the pressure. The eltr. contained nearly 35,000 bus. of wheat.

Seward, Kan.—J. P. Pattinson, who owns and operates an eltr. at Seward, was caught recently in the clutch of the large gasoline engine at his eltr. and was whirled over and over by the powerful machinery until his little 8-year old son, the only other person in the eltr.; shut down the engine. Mr. Pattinson was killed almost instantly.

Topeka, Kan.—The complaint of the Farmers' Co-operative Shipping Assn. against the Santa Fe Ry. was heard Dec. 22 by the state board of railroad commissioners. A. A. Hurd, general attorney of the Santa Fe, was present, but made no argument. S. H. Allen, of Allen & Allen, attorneys for the complainants, argued that the road must permit all who apply to erect eltrs. on the right of way, or furnish a public eltr.; and that the road cannot grant to one dealer and refuse a site to another at the same station.

Hays City, Kan.—In Ellis county, we have been unable to get cars for love or money. Farmers there have not been able to market more than one-fourth of their 4,000,000-bushel crop of wheat this year. So great has been the car famine that if the Union Pacific were to begin today and send twenty cars a day to Ellis county it would require 150 days, or until next harvest, to get this year's crop to market. The elevators at Hays City, Ellis, Victoria, Walker and Toulon were filled to their capacity long ago. Two burst because they were unable to hold the immense bulk of wheat.—John Schuyler.

KANSAS LETTER.

Rydal, Kan.—Chas. A. Ball has disposed of his grain business.

Olmitz, Kan.—Reschke & Schneider have succeeded the Olmitz Eltr. Co.

Local meetings of the Kansas Grain Dealers' Association were held at Holton, Sabetha and Seneca during the last week of 1903.

Belleville, Kan.—A local meeting of the Kansas Grain Dealers' Assn was held recently at Belleville, those present being T. D. Worrall of the Nebraska Eltr. Co., Lincoln, Neb.; F. B. Fulton, Agenda, Kan.; Thomas & Harrison, Athol; J. C. Guernsey, representing A. C. Davis & Co., Kansas City; J. Fulcomer, Mahaska; Bert Ainsworth, Rydal.

Osage City, Kan.—A meeting of the local grain dealers was held recently in Osage City, and those in attendance were: E. G. Swayze, Pomona; E. S. Beverley & Sons, Burlingame; John Charlesworth, Richland; Painter & Plumber, Barclay; A. E. Koppe & Co. and Garinger Bros., Harveyville; C. S. Wilson, Lyndon; Geo. Ott, Lebo; Melvern Grain Co., Melvern; Wilson & Brandon, Olivet; C. I. McGregor, Olivet; Star Grain & Lumber Co., Wellsville;

Thomas & Ivey,* Scranton; Sellards Mercantile Co., Scranton; F. E. Michael, Scranton; Adams & Walton, and the Osage City Grain & Eltr. Co., Osage City; W. S. Williams, Ottawa.—A. D.

KENTUCKY

Frankfort, Ky.—The eltr. of the J. E. Miles Milling Co. burned Dec. 24, with 50,000 bus. of wheat. Loss, \$75,000; fully insured.

MARYLAND

Baltimore, Md., Jan. 5.—Corn is now arriving freely and almost everything grading, in fact, it is the exception for a car to miss grade and when cars do miss grade the difference is less than for several years past, making it very encouraging to shippers.—Lederer Bros.

MICHIGAN.

Pewamo, Mich.—Hathaway & Young, of Alma, have succeeded J. P. Houck.

Detroit, Mich.—Wm. A. McLaughlin has filed an involuntary petition in bankruptcy.—I.

Belleville, Mich.—Mr. Alderman is building a 30x60-ft. warehouse and will erect an eltr. in the spring.

Marcellus, Mich., Jan. 1.—Wheat looking well before snow cover commenced falling in November.—I. M. Smith.

Saginaw, W. S., Mich.—Crowley & Son, formerly of Hemlock, begun operations in their new eltr. and will ship hay.

Bangor, Mich.—The Bangor Eltr. Co. will change from a gravity to a pump feed, to comply with the mutual insurance regulations on gasoline engines.

Kalamazoo, Mich., Jan. 6.—The wheat and rye are about all in and not more than one-fourth in the farmers' hands. Corn is not very dry and is moving slowly.—A. K. Zinn.

Ann Arbor, Mich.—The Argo Mills operated and owned by the Michigan Manufacturing Co., burned Jan. 4, but a 9,000-bu. feed eltr. adjoining was saved. Loss, \$50,000; insurance, \$32,000.

Kalamazoo, Mich.—Zinn & Little took charge Jan. 5 of the eltr. which they recently bought from L. J. Sebring & Co., and intend installing a 60-barrel flour mill and a feed grinding outfit. They will handle all kinds of grain and feed.

Lapeer, Mich.—The eltr. operated by E. E. Roberts, burned Dec. 26, with 1,600 bus. of beans, 500 bus. of wheat and \$650 worth of clover seed. The fire started from a torch used while repairing a break in the gasoline engine. Loss on contents, \$4,500; insurance, \$3,000. The eltr. was owned by R. G. Hart, who carried no insurance.

MICHIGAN LETTER.

Owosso, Mich.—H. N. Ainsworth has completed the new building which replaces the one burned in July.

Carsonville, Mich.—H. Baird has installed a No. 9 Clipper grain cleaner, shafting, etc. His 60-ton hay warehouse has been completed.

Ruth, Mich.—The Ruth Eltr. Co. has partitioned off an office on the first floor of its eltr. and built a shed 16x30 ft. to store its gasoline, which is bought by car loads.

Sanilac Center, Mich.—The Bickle Eltr. Co. has built a room 10x30 ft. for hand

picking beans. A Clipper cleaner, 30-hand picking machine, and Giant bean cleaner, have been installed.

Udly, Mich.—The new eltr. of the Sparling-Pierce Eltr. Co. is 28x40 ft., with 14 bins, each bin holding 1,000 bus. An 8-h. p. gasoline engine, Fairbanks scales, wagon scales, grain separator, No. 9 Clipper cleaner and No. 2. Clipper cloverseed cleaner have been installed. The company intends building a 28x56-ft. warehouse in the spring.

Kinde, Mich.—The 30x30x42-ft. addition to the eltr. of the Wallace Eltr. Co. has been completed. Two sets of Fairbanks scales, a No. 89 Clipper cleaner for beans and peas, and a No. 6 for grass seed have been installed. Another addition will be built in the spring for bean picking and warehouse. The capacity of the eltr. will then be 30,000 bus.

Elkton, Mich.—The 140x26x24-ft. addition to the eltr. of the Elkton Eltr. Co. has been completed and a 14-h. p. Ohio Motor gasoline engine, 1 roll bean picker, 3 sets scales and 1 set of wagon scales have been installed. The main building is 265 ft. long and has a capacity of 10,000 bus., with the hand picking room on the second floor, where 8 or 10 girls are employed.

Bad Axe, Mich.—The addition to the eltr. of the Bad Axe Grain Co. has been completed and is 100x28 ft. It will be used for the storage of beans, peas and seeds, with the hand picking department on the second floor, where 24 bean pickers are employed. A 15-h. p. gasoline engine, new set of scales, new No. 9 Clipper cleaner, exclusively for beans, and rubber roll picker, have been recently installed.

Deckerville, Mich.—Green & O'Connor are building a 35,000-bu. eltr. It will be 30x50x82-ft., with 14 bins. The office and engine room will be built at the end, 14x30 ft., and 2 stories high, the second floor to be used as the bean hand picking room. A storage room 24x60 ft. will be built at the opposite end. A 25-h. p. engine, feed grinder, Clipper cleaner, Fairbanks' scales, set of Howe scales, bean cleaner and grass seed cleaner will be installed.—E.

MINNEAPOLIS

Memberships in the Chamber of Commerce are selling for \$1.925.

The percentage of bin burned wheat in the receipts from country shippers is said to be increasing.

Wm. C. Leistikow, of Grafton, N. D., has purchased the certificate of membership of W. J. Bettingen in the Minneapolis Chamber of Commerce.

E. G. Hewitt, of the Imperial Eltr. Co., was at the Iroquois theater, Chicago, at the time of the fire, but made his escape before the general rush began.

G. A. Morris, who has represented the Electric Steel Eltr. Co. on 'Change for the past 3 years, has accepted a position with the Calumet & Western Eltr. Co.—G.

G. W. VanDusen & Co. have declared dividends amounting to \$141,114 since the end of the financial year for the past 2 years, which reduces the debit balance to about \$114,838. The preference interest is accumulating at the rate of 8 per cent and with the exception of a 3 per cent distribution no dividend has been paid on this security since 1893 and 1894, the arrears amounting to about \$402,905.

MINNESOTA.

Bagley, Minn.—The Winter & Ames Co. has closed its eltr.

Duluth, Minn.—A market for future trading in oats is talked of.

Worthington, Minn.—The Hubbard & Palmer Co. has closed its eltr.

Lake City, Minn.—H. W. Eastman is representing the R. E. Jones Co. at Lake City.—I.

Conger, Minn.—E. A. Brown is building an eltr. to replace the one recently burned.

Granite Falls, Minn.—Crandall & Reese, grain dealers, have disposed of their fuel business.—I.

St. Paul, Minn.—In a wreck in the N. P. Ry. yards Jan. 1, 14 cars loaded with grain and merchandise were smashed.

Beaver Creek, Minn.—E. S. Canfield, mgr. for the Hubbard & Palmer Co. at Worthington, has been transferred to Beaver Creek.

St. Charles, Minn.—The 15,000-bu. eltr. which will be operated by Wm. Blankenburg, has been completed by the Younglove & Bogges Co.

Arco, Minn., Jan. 2.—About 70 per cent of the grain in this vicinity has been marketed. The grain is of a very poor quality, the result of too much rain.—Trevor Griffiths, agt. A. W. Magandy.

Crookston, Minn.—W. L. Beaton, superintendent in this district for the Duluth Eltr. Co., was presented by the agts. in his territory with an alligator traveling grip as a Christmas present.

Murdock, Minn.—The Duluth Eltr. Co. has bot one of the houses of the Northwestern Eltr. Co. at Murdock and G. L. Ellsworth has been placed in charge of it instead of the eltr. at Adrian, as reported recently in this column.

Duluth, Minn.—The trial of Edwards, Wood & Co., on the charge of defrauding country shippers, was begun Jan. 5. Out of 70 cases of alleged fraud the railroad and warehouse commissioners have selected 6 for immediate presentation to the court. One shipper sent a list of 38 cars in which the average stealage is alleged to have been \$6 per car. The robbery is alleged to range from 1/4 to 3/4 cents per bu. in different cases. Besides the penalty of a fine of \$100 for each offense the law provides that a shipper who has been defrauded may sue and recover on the commission merchant's bond for the full amount out of which he has been swindled. Geo. K. Taylor, local manager, admitted to the court that a car of flax consigned by Victor Carlson was sold for him at \$1.19 1/2, and bot in by himself for the firm and resold the following day at \$1.20.

New members who have joined the South Minnesota & South Dakota Grain Dealers Assn., since the annual meeting, and who represent 107 houses, are: I. W. Cooper, Bonilla, S. D.; Alex Mitchell, Jasper, Minn.; Siberz Bros. & Craig, Tulara, S. D.; B. L. Hauk, Good Thunder, Minn.; Saks & Schievelbein, Humboldt, S. D.; Franklin Milling Co., Franklin, Minn.; W. C. Gemmill, Canton, S. D.; F. D. Morrison, Yankton, S. D.; J. W. Reedy Grain Co., Beresford, S. D.; Security Eltr. Co., Minneapolis, Minn.; G. B. Gaykin, Lennox, S. D.; B. A. Friedel, Lesterville, S. D.; Winthrop Farmers Eltr. Co., Winthrop, Minn.; Lafayette Farmers Eltr. Co., Lafayette, Minn.; Farmers Grain & Fuel Co., Belview, Minn.; F.

J. Meade, Flandreau, S. D.; Farmers Gr. & Fuel Co., Delhi, Minn.; Farmers Eltr. Co., Cottonwood, Minn.; Winthrop Gr. & Mill Co., Winthrop, Minn.; Morton Merchants Mfg. Co., Morton, Minn.; N. Johnson, Gibbon, Minn.; Andrew Weis, Morton, Minn.; Arlington Milling Co., Arlington, Minn.; South & Sasse, Blue Earth, Minn.; Reliance Eltr. Co., Minneapolis, Minn.; Terwilliger & Dwight Co., Sioux City, Iowa; C. W. Sidman, Clear Water, Minn.; Hills Mercantile Co., Hills, Minn.; A. P. Frisbie, Hudson, S. D.; C. W. Thompson, Parker, S. D.; Joe Koelfgen, Fairfax, Minn.; H. M. Babcock, Cleveland, Minn.; J. Determan, Mitchell, S. D.; J. E. Howell, Pierpont, S. D.; M. M. Corcoran, Volga, S. D.; Wm. Schnell, Wolsey, S. D.; Aberdeen Eltr. Co., Aberdeen, S. D.; T. Strandness, Bristol, S. D.; F. L. Moyer, Mitchell, S. D.; F. H. Lynn, Bard, S. D.; Pacific Eltr. Co., Minneapolis, Minn.; Marietta Grain Co., Marietta, Minn.; Dawson Produce Co., Dawson, Minn.; L. Nichols & Co., Fairfax, Minn.

MISSOURI.

Martinsburg, Mo.—Jos. Sanbothe has succeeded Jacobi Bros.

Emma, Mo.—I like the Grain Dealers Journal.—Henry Wehrs & Son.

Springfield, Mo.—The Southwest Missouri Millers Assn. held a meeting Dec. 30.

St. Louis, Mo.—The Merchants Exchange has decided to withdraw from the National Board of Trade.

The Ernst-Davis Grain Co., of Kansas City is favoring its many friends in the trade with a handsome calendar.

Kansas City, Mo.—Byron Minter, secy. of the Minter Bros. Grain & Seed Co., died Dec. 27 from erysipelas, aged 36 years.

St. Louis, Mo.—Jake Schreiner, Jr., is representing Gillette & Denniston, Lindman & Schreiner having dissolved partnership Jan. 1.

Kansas City, Mo.—Geo. H. Davis of the Ernst-Davis Grain Co., was in Chicago last week performing his duty at the annual election of the Chicago Board of Trade.

St. Louis, Mo.—The secy. of the Merchants Exchange has received \$20 and D. P. Byrne \$10 from the mysterious individual who signs himself "Scrupulous Conscience."

Marshall, Mo.—H. A. Von Rump is the new business mgr. for the Marshall Mill & Eltr. Co. He was formerly with the P. P. Williams Grain Co., of St. Louis, and with Bert H. Lang & Co.

Kansas City, Mo.—P. H. Montgomery, of the Metropolitan Grain Co., is said to be near death from consumption at his home in Kansas City. He was formerly with the Montgomery Grain Co.

Kansas City, Mo.—The 200,000-bu. eltr. of the C. M. & St. P. Ry. has been completed and is being operated by the Simmonds-Shields Grain Co. A 500,000-bu. tank storage addition is to be added.

Kansas City, Mo.—The new rule of the Missouri Valley Car Service Assn. doing away with the 48 hours free time allowed consignees to order disposition of cars does not apply to grain at Kansas City or St. Joseph.

St. Louis, Mo.—A squeeze in corn by John T. Milliken, the last day of December, sent the price of that option up from 46 to 60 cents in 15 minutes. The short

interest was very small; but so was the stock of contract corn in store.

Every regular grain dealer in that section of the state is urged to attend a meeting of the Grain Dealers Union of Southwestern Iowa and Northwestern Missouri, to be held Jan. 21, at 2 p. m. at the Merchants hotel, Moberly, Mo. Matters of great importance will be discussed.

Moberly, Mo.—At the meeting of the North Missouri Millers Assn., held Dec. 15, Wm. Pollock, of Mexico, was re-elected pres. and O. M. Harrison, of Glasgow, was re-elected vice-pres. J. B. Burt, of Armstrong, was elected secy. and treas. to succeed F. E. Browder, who resigned.

Columbia, Mo.—Wheat received little protection from snow and made little growth; in northern and western counties crop generally in good condition, but in many central and southern counties it suffered considerably from drought and freezing and some late sown is not yet up.—Government Report.

St. Louis, Mo.—John Thyson, who was recently suspended from the Merchants Exchange for refusing to pay profits on closed deals to John T. Milliken, has applied to the circuit court for an injunction restraining the directors of the Exchange from interfering with his rights as a member. The sum involved is \$26,250.

Following the meeting at Moberly a second meeting of the Grain Dealers Union of Southwestern Iowa and Northwestern Missouri will be held at Sedalia on Friday, Jan. 22, at the Huckins hotel, 2 p. m. Dealers in that vicinity should make it a point to attend, whether members or not, as questions of interest to all will be considered.

St. Louis, Mo.—C. H. Albers and the Advance Eltr. Co. have filed a protest with the directors of the Merchants Exchange against the settlement of December contracts at the price established by the alleged manipulated market. The quotation the last day was 92 cents, and about 1,500,000 bus. was defaulted. The settlement committee on Jan. 7 made 92 cents the settling price, pleasing the bulls.

Kansas City, Mo.—The C. Hoffman & Son Milling Co., of Enterprise, Kan., has bot a line of 22 eltrs. along the U. P. Ry. from A. J. Poor, of the A. J. Poor Grain Co. The C. Hoffman & Son Grain Co. will be organized with \$150,000 capital to do a general shipping business, with headquarters at Kansas City in charge of T. L. Hoffman. The A. J. Poor Grain Co. will continue doing a general grain business.

St. Louis, Mo.—Judge Foster has issued an order restraining the Merchants Exchange from expelling Chas. S. Orthwein's Sons for refusal to pay \$25,600 which is claimed by other members to be due on wheat contracts. Another order has been issued on the request of the Buschmann-Mueller Commission Co. to stop the collection from other members of \$32,500, deposited as margins for 345,000 bus. of December wheat. These orders are a result of the December wheat corner.

Kansas City, Mo.—Philip E. Burrough, grain commission merchant and a prominent figure on the floor of the Board of Trade, died at his home sometime during the night of Dec. 23, his family finding him dead in his bed on the morning of the 24th. His death is supposed, by his friends, to have been caused by a spider bite, altho heart disease was given as the

cause by the coroner. Mr. Burrough was 43 years of age and has been a member of the Board of Trade for 13 years. He was for a time British vice-consul at Kansas City.

St. Joseph, Mo.—At the first regular annual meeting of the St. Joseph Board of Trade, the following officers were re-elected: T. P. Gordon, pres. and A. J. Brunswig, vice-pres. The directors elected were: Elliott Marshall, Henry Lichtig, Graham C. Lacy, A. L. Fuquay and Smith Penny. Those who were held over are: W. H. Harroun, J. P. Gregg, J. C. Kneer and E. H. Wyatt. The committee on arbitration: J. C. Gregg, Wm. Burke, R. E. Creel, Isaac Motter and J. L. Fredericks. Appeals committee on arbitration: R. M. Davis, W. H. Bryning, John L. Kirby, H. F. Atwood and Paul Matthews. The Board which was organized about 7 months ago now has 86 members and is in a prosperous condition.

St. Louis, Mo.—At the annual election of the Merchants' Exchange only 517 votes were cast out of a membership of 1,824, and the following ticket was elected without opposition: Pres., Henry H. Wernse; first vice pres., Otto L. Teichmann; second vice pres., Manley G. Richmond. Directors: T. R. Ballard, William C. Ellis, W. H. Danforth, Thomas B. Teasdale, R. J. Pendleton. Committee of appeals: Elbert Hodgkins, Elias S. Gatch, Henry Burg, John G. Mittler, George F. Langenberg, August F. W. Luehrmann, J. J. P. Langton, Christian Bernet, B. J. McSorley, George F. Siemers, Sam S. Pingree, James N. Chandler. Committee of arbitration: John L. Wright, John L. Messmore, Charles Wissmath, Jr.; Thomas P. Lahey, R. C. Tunstall, J. C. Brockmeier, C. M. Fresch, E. S. Walton, Fred W. Seele, H. B. Eggers.

NEBRASKA.

Glenrock, Neb.—The Glenrock Grain Co. incorporated, \$1,000 capital.

Omaha, Neb.—The Omaha Grain Exchange incorporated, \$250,000 capital.

Blue Springs, Neb., Jan. 1.—Wheat small but apparently in good condition.—F. P. Otis.

Brock, Neb.—J. W. Bailey and Geo. Coryell have leased the eltr. of the Bartling Grain Co.

Verona, Neb.—E. J. Carlson will resign his position as buyer for the Ewart-Wilkinson Grain Co.

Inavale, Neb.—Chas. Hunter is installing new separator purchased of the York Foundry & Engine works.

Benedict, Neb.—The Farmers Eltr. Co. is installing a separator purchased of the York Foundry & Engine works.

Albion, Neb.—W. B. Watson, secy. of the Albion Eltr. Co., has charge of the shipments of the firm.—I.

Palmyra, Neb.—T. L. Stewart has completed repairs on his eltr. He has rebuilt the entire west side.

Indianola, Neb.—The 10,000-bu. eltr. for the Farmers' Co-operative Assn., has been completed by P. H. Pelkey.

Hampton, Neb.—Chris Dalgas has purchased of the York Foundry & Engine works a Howe Gasoline Engine to be erected at this place.

Omaha, Neb.—J. F. Twamley & Son, wholesale grain and hay, intend building next spring a large cleaning and transfer eltr. with storage capacity of from 200,-

000 to 250,000 bus. and additional storage tanks will be added as fast as they are needed.

Elmwood, Neb.—L. R. Vakiner & Co. are installing a 5-ton steel frame Howe Wagon Scale furnished by the York Foundry & Engine Works.

Cordova, Neb.—J. E. Dorsey Grain Co. has purchased of the York Foundry & Engine Works a Howe Hopper Scale for their elevator at this place.

Omaha, Neb.—The Weare Grain Co., which has been conducting a grain brokerage business at Omaha for a number of years, has closed its Omaha office.

Omaha, Neb.—W. F. Morphy, formerly gen. agt. for the Northwestern at So. Omaha, has been secured by Amos H. Merchant as assistant secy. of the new Grain Exchange.

Yutan, Neb.—The Omaha Eltr. Co. has repaired and painted its eltr. The O. F. Peters Grain Co. has remodeled its eltr. and has installed a gasoline engine to replace horse power.

Bluesprings, Neb.—The eltr. of the Farmers' Eltr. Co. had a narrow escape from fire Jan. 2. A lantern had been lowered Dec. 30 into a bin being filled with shelled corn. The lantern was forgotten and covered with corn. Instead of going out it heated the corn and started a fire 3 days after.

Omaha, Neb.—The new Grain Exchange is expected to open for trading about Jan. 15. About 200 memberships have been subscribed for. The officers and directors visited Minneapolis Dec. 29 and 30 to acquaint themselves with the methods used by the Chamber of Commerce, and while there were entertained by Pres. Marshall of the Chamber and L. C. Rains, general agent of the Great Western.

St. Paul, Neb.—Robert Watke, who was in trouble some time ago, accused of setting fire to the eltr. of a regular grain dealer at Farwell, and who has since been doing a scoop shovel business at Ashton, has again shown his criminal instincts. He had ordered 2 cars, one of which had arrived, been loaded and shipped, but he took a car ordered by E. G. Taylor and proceeded to load it in spite of the protests of Mr. Taylor and the station agt. The matter was reported to the superintendent, who ordered the grain dumped on the ground. Watke objected to this, and with his shotgun took up his abode in the car where he with some of his sympathizers kept up a continual shooting all night. He was taken, in the morning, before a justice who fined him \$10 for contempt, but a pitched battle had to be fought before the fine was collected. The railroad is letting the car of grain stand on the siding where it will remain until the demurrage amounts to the value of the grain, when the road will confiscate the contents for charges.

NEW ENGLAND.

Calais, Me.—I consider the Grain Dealers Journal of great value to grain and feed dealers.—S. H. Phelan.

NEW JERSEY.

Newark, N. J.—Isaac S. Winslow, grain merchant of Newark and a charter member of the Produce Exchange of New York, died Dec. 25 at his home in Belleville, aged 67 years.

NEW YORK.

New York, N. Y.—The committees of the Produce Exchange which are planning to broaden the future market are expected to report during the month.

Albany, N. Y.—The Consolidated Stock & Grain Co., which incorporated Dec. 2 with \$100,000 capital, has failed. The company had branch offices at Schenectady, Utica, Rome, Fort Benton and Cooperstown.

Oswego, N. Y.—Jas. E. Murdock, who retired from Smith, Murdock & Co., grain dealers, in 1884, died at Warren, O., Dec. 13, aged 79 years. Smith, Murdock & Co. operated several vessels and the Merchants' Eltr.

Clyde, N. Y.—The business of Brisbin & Douglass has been consolidated with the Clyde Grain & Produce Co. and will be known as the Clyde Grain & Produce Co. Mr. Odell has purchased the interest of Mr. Douglass.

BUFFALO LETTER.

Ohio corn comes in wet and soft often, if in no worse condition.

Feed jobbers are quite generally bears in the trade of late, their quotations usually running half a dollar or more less than what the local mills are selling for.

If the Governor advocates methods of improvement not thought to be for the best there will be an appeal to the canal men in the Legislature for help to carry on the measure without the Governor's aid.

Macaroni wheat has a greatly increased call. Leading dealers are convinced that it has a good future. It sells far below other wheat, about 12 cents lower than northern Duluth. Millers say that they find it hard to convert into flour, but the price keeps them looking into the problem of handling it.

The new ticket for the annual election of the Chamber of Commerce, which will be held Jan. 13, has not been announced, altho it is understood that Capt. J. J. H. Brown will be one of the candidates for pres. Pres. Dodge has declined to run on account of ill health.

The Grain Assn. of the Chamber of Commerce is now waiting the further move of the New York Produce Exchange in the matter of making Buffalo eltrs. regular as storage houses for trading grain. The committees of the two bodies have been in conference and it seems likely that the measure will be adopted.

The Buffalo eltrs. are taking up the Westbrook pneumatic shovel for unloading grain cargoes and several of them have adopted it. Some of the owners went to Ogdensburg, where it has been in successful use for several years and were well pleased with its workings. The device does not make any less work for the ordinary steam shovels, but is more of a cleaner up when the cargo is nearly out, this being a part of the work that has had to be done by hand, so the new arrangement promises to take the place of scoopers and especially to hasten the closing out of the cargo. It is estimated that the cost of equipment will be about \$2,000 per marine leg.—J.

NORTH AND SOUTH DAKOTA

St. Thomas, N. D.—Van Camp Bros. are scoopers.

Portal, N. D.—Osborne & Scofield are building an eltr.—I.

Cooperstown, N. D.—R. C. Cooper has sold his grain business.—I

Webster, S. D.—The farmers are organizing an eltr. company.

Dickey, N. D.—Andrews & Gage have closed their eltr. at Dickey.

Plankinton, S. D.—W. H. Irons has engaged in the grain business.—I.

Loomis, S. D.—Truax & Betts Eltr. Co., of Mitchell, have an eltr. in operation at Loomis.—I.

Fargo, N. D.—G. S. Barnes has been appointed a director of the No. Dak. agricultural college.

Kathryn, N. D.—H. M. Bassett, agt. for Andrews & Gage, was married Dec. 30 to Miss Anna Jacobson, of Kathryn.

Woonsocket, S. D.—W. P. Brown has charge at Woonsocket of the business of the Akron Grain Co., of Akron, Ia.—I.

Lily, S. D.—The eltr. owned by Williams Bros. burned recently with its contents. Loss covered by \$7,000 insurance.

Tulare, S. D.—S. Underwood, buyer for Walter Parks for the past 2 seasons, has leased the eltr. from Mr. Parks for the rest of the season.

Platte, S. D.—The Charles Mix County Milling Co. is doing a regular shipping business this season. F. C. Smith has charge of the business.—I.

Kimball, S. D.—The grain and milling business recently purchased by W. F. Lohr, will be run by the Unity Investment Co., of which he is pres.—I.

Ashley, N. D.—C. J. Eisenbein, who was formerly identified with the grain trade at Freeman, S. D., is now connected with the Ashley Roller Mill Co.—I.

Frankfort, S. D.—The Robinson eltr. burned recently with 10,000 bus. of wheat, \$10,000 of negotiable notes and 100 tons of coal. Loss partly covered by insurance.

North Dakota farmers are said to be selling their seed flax intending to quit that crop and devote the soil to wheat and barley. It is believed the flaxseed acreage will be reduced 75%.

Mapes, N. D.—It seems that when farmers are bent on going into the grain business nothing will stop their craze. Altho the eltrs. at Mapes give the farmers 20 days free storage, and give them the option of shipping their own grain at 2 cents per bu., the dealer loading the cars and looking after all the details of transportation for them, yet they talk of building an eltr. What better treatment could the farmers ask for?

OHIO.

Delaware, O.—J. S. Main is a scooper. Groveport, O.—Wm Leyshon is scooping.

Rittman, O.—H. P. Sigler is a shovel dealer.

St. Paris, O.—Lane & Wolcott are scoopers.

Fremont, O.—Wolf & Baker are out of business.

Wharton, O.—Bell & Wickiser contemplate scooping.

Hicksville, O.—Hood & Conrad are irregular dealers.

New Paris, O.—Jas. Barnett has no eltr. and is scooping.

Whiteville, O.—H. Pebbles and Pebbles & Pratt are scoopers.

Risingsun, O.—T. Bates is doing a scoop shovel business.

Nutwood, O.—W. L. Gary is enlarging his warehouse and when completed will

have a capacity in eltr. and warehouse of 6 car loads.

Eaton, O.—F. R. Christman is doing a scoop shovel business.

Polk, O.—L. E. Heifner will increase the capacity of his house.

Lowell, O.—J. A. McClain & Co. have succeeded F. Wilking & Co.

Greenville, O.—M. T. Barrett has succeeded Frank E. Outhwaite.

New Winchester, O.—J. E. Fink intends building an eltr. next summer.

College Corner, O.—Davis & Smith are doing a scoop shovel business.

Cuyahoga Falls, O.—The Walsh Milling Co. has succeeded Howe & Co.

Circleville, O.—The Smith Mill Co. has been merged into the Ohio Cereal Co.

Tontogany, O.—A. J. Beverstock intends building an eltr. in the near future.

Seville, O.—W. W. Rohrer, a scooper at Creston, loads at Seville occasionally.

Cincinnati, O.—The annual dues of the Cincinnati Chamber of Commerce are \$25.

Osgood, O., Jan. 1.—Corn coming in slowly; quality not the best.—A. D. Behymer.

Rittman, O.—The Hershey & Landis Co. will have its eltr. ready for business by Jan. 15.

Brighton, O.—The Brighton Eltr. Co. has increased its capital from \$18,000 to \$22,000.

Corwin, O.—The Corwin Grain Co. will make improvements and install new machinery.

Burbank, O.—The Burbank Eltr. Co. has closed the eltr. which it bot from S. M. White.

Fostoria, O.—Franke Bros., whose plant was burned at Creston, are rebuilding at Fostoria.

Warren, O.—The Cream of Oats Co. will build 2 eltrs. with combined capacity of 10,000 bus.

Mercer, O.—Miller Bros. are new in the grain business. Perry C. Miller is out of business.

Kirby, O.—D. E. Maxwell intends enlarging his warehouse from 15,000 to 20,000 bus. capacity.

Roscoe, O.—Edwin S. Lee has succeeded Barney DeMoss & Co. Mr. Lee is also at Coshocton.

Grand Rapids, O.—C. E. Young sometimes attempts to scoop this station. He has no eltr. here.

Port William, O.—L. H. Starbuck, of Starbuck & Co., died Dec. 25 from paralysis, aged 60 years.

Osgood, O.—J. & A. Alexander have spent \$1,000 in repairs on their eltr. during the past 6 months.

Sabina, O.—J. I. Stover, a former scoop shoveler, is that to be receiving bids altho he is not scooping now.

Corwin, O., Dec. 31.—Not enough corn to supply local demand and we are shipping in ear corn.—Corwin Grain Co.

Leipsic, O.—Cottingham & Franklin have no eltr. at Leipsic. Their office is here with eltrs. at Townwood and Malinta.

As usual Reynolds Bros., of Toledo, O., are favoring their friends and patrons with one of the handsomest calendars of the season.

Tamah, O.—A. D. Behymer, of Osgood, has purchased the eltr. from Mrs.

Dysert, which is now under lease to Palmer & Miller.

Rockford, O.—A. D. Behymer, of Osgood, has bot the eltr. formerly operated by J. P. Dysert, but now under lease to Palmer & Miller.

Springfield, O.—The Ansted & Burk Co. will build several large grain tanks next season, increasing its storage capacity about 75,000 bus.

West Liberty, O.—Baldwin & Elliott have installed a new electric plant in their eltr. to light the business and private houses of the town.

Vanadocia, O.—The Star Milling Co. has quit the grain business. The Lang Eltr. Co. intends having its new eltr. running in about a week.

West Liberty, O.—W. L. Elliott, of Baldwin & Elliott, has bot the City Mills and will put the plant in first class condition for custom grinding.

North Lewisburg, O.—N. A. Grabill is building a 12,000 bu. eltr. and feed mill for the Dillon Grain Co., which is composed of H. A. Dillon and others.

Nutwood, O., Dec. 30.—Farmers are selling wheat freely at 80 cents and No. 2 oats at 38 cents. Present condition of the wheat crop is poor.—W. L. Gary.

Plain City, O., Dec. 29.—About one-fourth crop of corn in this part of the state and of course a small crop means not of very good quality.—Grewell & Kilbury.

Fremont, O.—R. G. Stull has purchased land along the L. E. & W. Ry. and will build a 15,000-bu. eltr. and handle seeds, hides, wool, etc. A warehouse will also be built.

Hamilton, O.—The Semler Milling Co. has brot suit to collect insurance amounting to \$2,434.30 which it alleges to be due it as the result of a fire in its plant March 8th, 1903.

Deshler, O.—The following have been trying to scoop at Deshler: John Randall and Smith Piddock, of Deshler; Gallogly & Firestone, of Leipsic; and Abel Bros., of Cleveland.

Tremont City, O., Dec. 30.—Wheat very backward; poor start in the fall. Corn all gathered; had only about 50 per cent of a crop and much soft corn; will all be fed at home this season.—E. E. Gard.

Greenville, O., Jan. 2.—Had a genuine snow storm here today. Grain moving slowly. Much corn not yet husked. Our roads good and have been all the time so far during fall and winter.—Morgan Johnson.

Burton Station, O.—For the past 3 years weevil has worked in the wheat to the extent that not a car load has been shipped, the local mills having consumed all, and more, that was raised.—C. N. Tinklepaugh.

Cedarville, O.—Not very much business being done as there is no grain in this part of the county, not enough to feed. Do not think 1 ear of corn has left here this season.—D. S. Ervin, treas. D. S. Ervin Co.

Sabina, O., Dec. 29.—We have about half a crop of corn and consider government report largely overestimated. Will need all our corn for home use. Cold weather has delayed farmers in getting out the corn.

West Liberty, O.—Business very quiet in the grain line. No corn coming to market. Not 1 car will be shipped from this station. Very little wheat in farm-

ers' hands and not any in dealers'.—Baldwin & Elliott.

Circleville, O.—The Crites Mill Co. is not a regular dealer at Circleville. It leases a small eltr. below Circleville and tries to do a scooping business here and is a source of much annoyance to the regular dealers.

Lyndon, O., Jan. 1.—We have had plenty of snow so far this winter. Wheat looks fine since we have had plenty of snow. About 20 cars of western corn have been shipped in, of which a good deal will not be fed until later on.—D. Gwin Coyner.

Middletown, O.—The Palmer Milling Co., instead of buying choice, wheat of regular dealers at the track price, insists upon paying growers 3 cents over the market, thereby disturbing the markets of the district and forcing dealers who wish to handle wheat to give away their working capital.

West Milton, O., Dec. 30.—The corn crop is so near a failure south of here that we have hucksters wagoning the corn to Dayton, 16 to 20 miles, paying the farmers .3 to 5 cents more per bu. than we dealers can get on track. We are not in it this year. Our corn is about half a crop.—W. D. J. Everett.

Weyers Station, Parkertown, P. O., O.—E. M. Weyer has almost completed the remodeling of his eltr. and has put in 12 hopper bottom bins of 600-bu. capacity each. A new Howe Hopper Scale for loading grain into cars, 1 Monitor Dustless Grain Separator, 1 corn sheller and 2 feed grinders have been installed.

Plain City, O.—Ross Mooney, White & Robinson and N. Huber are trying to do a scoop shovel business. N. Huber is a farmer with a good farm of 300 acres, from which it seems he cannot make a living, since he tries to ship corn and hay. A Columbus firm buys the stuff and in return has shipped him a car of coal.

Cincinnati, O.—The new Metzger & Hill Co. has steadily increased its grain receiving and shipping business since its organization. With the long experience of H. H. Hill in the grain and hay business and with ample capital to care for all business offered the company bids fair to become one of the leaders in the Cincinnati market.

Metamora, O.—The Metamora Eltr. Co. has installed a roller feed mill. The company is manufacturing graham flour, corn meal, chopped feed and crushed corn. The venture is looked upon with interest by members of the firm, as they are interested in several eltrs. and if this pays several mills will probably be installed during the coming year. S. L. Rice is mgr. of the eltr.

Columbus, O.—The condition of wheat is 77, compared with a full average, as per the report of the Ohio State Board of Agriculture issued Jan. 5. Last year it was 93, and 72 the year previous. Last month the condition was 78; condition is varied and uncertain and much of it failed to get a good start last fall. The rye condition is 79. Of corn 23% is still unhusked and 86% in cribs; compared with report of a year ago, when 80% was in crib and 78% of the crop would be fed on the farm.

Toledo, O.—At the annual election of the Produce Exchange, Jan. 4, the following officers were chosen for the ensuing year: Otis Beverstock, pres.; Thos. A. Taylor, first vice-pres.; Wm. R. Worts, second vice-pres.; Archibald Gassaway,

secy.; Fred W. Jaeger, treas. Directors: Julius J. Coon, Fred O. Paddock, Frederick J. Reynolds, Chas. S. Burge, Frank I. King, Chas. L. Cutter, Wm. H. Morehouse, Ernest W. Kuehn, Ezra L. Southworth and Jas. E. Rundell. Committee of appeals: Walton E. Stone, Fred Mayer, Avery W. Boardman, Geo. B. McCabe, Daniel W. Camp, Justice H. Bowman, C. L. Reynolds, Albert B. Cutter, A. Menzel, Herman Philipps and Edwin N. Crumbaugh. Committee of arbitration: Wm. E. Brigham, Wm. H. Haskell, John Wickenhiser, Henry Cratz, A. L. Mills, Henry W. DeVore and Jas. Blass.

Cincinnati, O.—Grain receivers held a meeting in the Chamber of Commerce Dec. 29 to consider establishing rates of commission by an amendment to the rules. The committee which has the matter in charge is composed of C. S. Maguire, A. C. Gale and F. F. Collins, and has prepared the following schedule: Wheat, 1c a bu.; corn, ear, 1c, shelled, $\frac{3}{4}$ c; oats, $\frac{1}{2}$ c; barley, 1c; rye, 1c. To this are to be added all legitimate expenses such as storage, inspection, weight, interest, legal rates, etc. Where the broker assumes no financial responsibility (all based on car lots): Wheat, $\frac{1}{2}$ c a bu.; corn, $\frac{3}{8}$ c; oats, $\frac{1}{4}$ c; barley, $\frac{1}{2}$ c; rye, $\frac{1}{2}$ c; bran, 25c a ton; middlings, 25c a ton. When the amendments came to a vote Jan. 5 strenuous opposition developed. Henry W. Brown claimed their adoption would shut Cincinnati out of competition with other markets. H. Lee Early championed the amendments, asserting that their enactment would place the commission business on a higher plane. After a stormy session only 6 of the 30 present voted in favor of the proposed rates.

OHIO LETTER.

Cavett, O.—Fisher & Kohn are scooping.

Wengerlawn, O.—J. W. Beck has installed hopper scales and dumps.

Larue, O.—W. F. Johnston suffered a stroke of apoplexy recently, but is gradually improving.

Celina, O.—Wm. Dickman & Son have gone out of the grain business on account of the poor health of the son.

Van Wert, O., Jan. 2.—Corn in this territory and north of here is very damp and in no condition to ship to far away points, except in the ear.

Sidney, O.—An employe at the eltr. of E. J. Griffith & Co. was caught in a revolving shaft recently. Both legs were broken and he was otherwise injured.

West Liberty, O., Jan. 2.—The corn crop here is far below the average in quantity and shippers do not receive enough to supply the local retail demand.

St. Marys, O.—W. F. Tarbutton, of Kenton, has bot the interest of Mr. Huffman in Huffman & Woodward. Mr. Huffman has gone to Florida to look after his telephone interests.

Springfield, O., Jan. 2.—In this vicinity the corn crop is very short. Shippers who usually, at this time of the season, are shipping every day are having corn shipped in to supply their retail demand.—B.

TOLEDO LETTER.

The Toledo Salvage Co. will hold its annual meeting Monday, Jan. 11. The Miami Maize Co. will hold its annual meeting on Tuesday, Jan. 12. The Imperial Grain & Milling Co. will hold its semi-annual meeting on Tuesday, Jan. 12.

The Northwestern Ohio Grain Dealers' Assn. met Jan. 6 in the Exchange building and did little more than to consider the corn market. The consensus of opinion was that corn is worth 2 cents more, or 57 cents. The assn. took in 1 new member, the Pioneer Eltr. Co., which has purchased land at Pioneer, O., to erect an eltr. The assn. is experiencing less trouble from track buyers thruout this section of the state, which heretofore have been a sort of thorn in the flesh of the organization.—D.

OKLAHOMA

Chickasha, I. T.—The new storage eltr. for the Chickasha Milling Co. has been completed and work is being pushed on its line of country houses.

Guthrie, Okla.—A. H. Jackman of El Reno, a retired grain dealer, has been appointed territorial grain inspector, to succeed Colonel C. T. Prouty, deceased.

Chickasha, I. T.—The eltr. of the Choctaw Mill & Eltr. Co. has been overhauled by V. H. McDonald and it now has a cleaning capacity of 30 cars every 24 hours. The equipment consists of 2 stands with a capacity of 2,000 bus. per hour, 1 dustless double receiving separator, with a cleaning capacity of 1,800 bus. per hour, 1 horizontal oat clipper with an hourly capacity of about 700 bus., an automatic car unloader, an 80,000-pounds capacity hopper scale, 2 car receiving sinks, and 2 wagon dumps. A corn eltr. with 1 stand has been built, which can be used as a small grain eltr., if desired. It is equipped with a sheller having a capacity of 600 bus. per hour, 1 rolling screen separator and grinding machines. A 34-h. p. gasoline engine and a 50-h. p. alternating dynamo supply the power for the plant. Oscar J. Allen is mgr.

PACIFIC COAST.

Dayton, Ore.—Rowe & Fair are new in the grain business.

Elgin, Ore.—E. W. Rumble has bot the warehouse of R. C. May.

Nezperce, Idaho.—C. E. Wood will succeed the Farmers' Grain Co.

Stockton, Cal.—The California Wheat Starch Co. is building a plant at Stockton.

San Francisco, Cal.—The plant of the H. P. Smith Co., grain dealers, was recently damaged by fire.—I.

Ballard, Wash.—The Honied Flake Breakfast Flake Co. has been organized and will build a plant to cost \$15,000 which will require 100,000 bus. of wheat every month.

Davenport, Wash.—The first eltr. to handle grain in bulk is the new one nearly completed by the Farmers Grain & Supply Co. A big saving is expected to be made over shipping in sacks.

Portland, Ore., Jan. 2.—Fall wheat continues in excellent condition, but growing slowly; some plowing accomplished in western Oregon and Columbia River Valley, elsewhere work in fields suspended.—Government Report.

San Francisco, Cal., Jan. 2.—Abundant rainfall in central and northern sections, where wheat, oats, barley and grass are making good growth; large acreage of grain seeded; in southern districts drought retarding farm work.—Government Report.

San Francisco, Cal.—Merchants of San Francisco have received the government

contract for 110,000 bales, or about 5,400 tons, of wheat and oat hay, the total price being \$100,000. This is that to be the largest lot of hay ever sold on the Pacific coast.

Seattle, Wash.—The arrest of 3 men at Seattle for stealing a car load of wheat has disclosed a combination of the employes of the Great Northern and Northern Pacific Rys. to steal freight consigned over these roads, the 2 companies having lost at least \$100,000 worth of freight during the last 2 years. It has been found that the ring is composed of all classes of employes and the robberies have occurred as far east as No. Dak. and Montana, the stolen goods being shipped west and those stolen on the coast shipped into the interior.

Seattle, Wash.—Alex. Anderson, chief deputy grain inspector, in a recent statement shows that in a decade the exports of wheat from Puget Sound have doubled, while the exports of flour have increased 26 times. From the beginning of the crop year to Dec. 1 the exports have been 431,771 centals of wheat and 760,192 barrels of flour. For the crop year 1902-3 the exports have been 5,266,613 centals of wheat and 1,919,618 barrels of flour; compared with 8,479,302 centals of wheat and 1,394,705 barrels of flour during the preceding season.

PACIFIC COAST LETTER.

Portland.—Government orders have been let for several large lots of oats and have very materially strengthened the market here. Whites are quoted at \$21.50 and grays at \$21 ton.

Portland.—The demand for flour from the Orient has eased off and many of the smaller mills are shutting down indefinitely. Most of the larger mills are still running, filling back orders. Quotations for export are unchanged—\$3.25-3.75 per bbl. and \$4 to \$4.75 for patents.

San Francisco.—Grain markets very dull and depressed—no business or buying, except for small lots for immediate use. Owners of large lines of grain will not meet buyers' ideas on price, hence there is no trading to speak of. Local exporters appear to be disinterested, and claim that the prices ruling in Europe at the present time would not justify them in paying anywhere near what holders ask.

San Francisco.—The charter situation shows no indications of improving, but, in fact, is becoming worse from day to day. Over fifty large grain carriers will lay up and await next harvest in June, but the French ships in port are the only ones moving. They are leaving here in ballast, or taking whatever cargo offers, relying on the government subsidy to pull out ahead on the voyage.—R. E. W.

SOUTHEAST.

Bessemer, Ala.—J. C. Curry & Co. have succeeded the Winters-Curry Co.

Lynchburg, Va.—Glad to say we find the Grain Dealers Journal a great deal of help to us.—Moon & LeGrand.

Richmond, Va.—The Gallego Mills, owned by Warner, Moore & Co., burned Dec. 26. Loss, \$230,000; covered by insurance. Will be rebuilt.

Birmingham, Ala.—The warehouse of the Birmingham Grain Co. burned Dec. 24 with the entire stock of the company. Loss, \$15,000; partly covered by insurance. An employe of the company lost his life.

SOUTHWEST.

New Orleans, La.—During the month of December 1,244,432 bus. of wheat and 245,432 bus. of corn were exported from New Orleans; compared with 2,080,905 bus. of wheat, 1,276,332 bus. of corn and 43,000 bus. of rye during Dec., 1902, as reported by W. L. Richeson, chief inspector of the New Orleans Maritime & Merchants' Exchange.

New Orleans, La.—The following have been nominated on the regular ticket for the annual election of the Board of Trade which will be held Jan. 11: J. Hy. Lafaye, pres.; Jas. W. Porch, first vice-pres.; E. M. Leeb, second vice-pres.; E. Sevilla, third vice-pres. Board of directors: E. J. Babet, S. Locke Breaux, Frank Daniels, Jas. Graham, E. T. George, R. B. Jones, Hy. Kahn, Nevins Kirkpatrick, Albert Mackie, H. Meletta, Alfred LeBlanc, Lazare Levy, S. Steinhardt and Udolpho Wolfe.

New Orleans, La., Dec. 31.—The increase in grain exports during the year just ended was due to the shipments of corn having reacted from the extreme depression into which they were thrown by the failure of the harvest of 1901. The total wheat shipments, from all United States ports, show a decrease of about 60,000,000 bus. Baltimore, Boston, New York, Philadelphia and San Francisco have participated heavily in this decrease, while the falling off at New Orleans has been about 3,500,000 bus. The export of grain in 1903, with the United Kingdom, decidedly our largest customer, was in excess of those of 1902; and Germany, the Netherlands and Belgium were also heavy purchasers. The total shipments of the year were 12,801,734 bus. of corn and 11,855,860 bus. of wheat. During the 12 months prior to Aug. 1, New Orleans handled 879,660 sacks of rough rice and from Aug. 1 to date, 1,126,271 sacks have been handled. The total production of Louisiana and Texas is, approximately, 4,000,000 sacks.—Fred Muller, secy. New Orleans Board of Trade.

TENNESSEE

Nashville, Tenn.—The railroads have decided not to abolish the reconsigning privilege.

Nashville, Tenn.—Hughes, Green & Co. intend building an eltr. and install a drying plant.

Shelbyville, Tenn.—D. G. Shapard has retired from the grain trade and will engage in other business.

Murfreesboro, Tenn.—J. T. Rather & Co., dealers in grain and cotton, recently sustained a loss by fire.—I.

Union City, Tenn.—Taylor & Co. incorporated, \$25,000 capital, to handle all kinds of grain and seeds. Incorporators, G. T. Taylor, Avery Beck, S. C. Moffatt and Joe N. Moore.

Memphis, Tenn.—The W. C. Early Co. incorporated, \$100,000 capital, to deal in groceries and grain. Incorporators, W. C. Early, Jessie Currie, E. A. Moore, H. C. Pfeifer, Jr., and J. T. Blaydes.

Tullahoma, Tenn.—The Middle Tennessee Millers Assn. formed a permanent organization Dec. 29 at the offices of the Tennessee Milling Co. Twenty-five mills were represented. James A. Ransom was elected pres.; R. J. Riddle, vice-pres.; C. F. Borden, sec., and R. M. Cleveland, treas.

Nashville, Tenn.—The Nashville Grain Exchange will hold a banquet Jan. 14 or

15 at the Maxwell house and committees on invitations, reception and entertainment have been appointed. The prospects for the Exchange are bright, and if the interest continues larger quarters will be needed to accommodate the membership and furnish space for business.

Nashville, Tenn., Jan. 2.—Month generally cold and dry; frozen ground and surface thawing very damaging to winter grain, and the present prospect is the poorest for many years; in some sections early sown wheat, having sufficient root, withstood adverse conditions and looks fairly well, but much of crop, being sown late and in dry soil, was slow coming up, and many fields look bare; light snows fell at intervals, but afforded no protection.—Government Report.

Nashville, Tenn.—Roddy, Williams & Co. incorporated, \$10,000 capital, to conduct a hay, grain, feed, field seed and commission business. The company has leased a building at 136 So. Market st.; and the T. C. Ry. will lay a spur track in the rear of the building. The officers and incorporators of the company are: W. T. Williams, pres.; Fillmore Roddy, vice-pres.; H. L. Walling, of McMinnville, secy. and treas.; H. D. Williams, of Dixon Springs, and F. W. Smith, of Nashville.

TEXAS.

Beaumont, Tex.—D. McKie has succeeded D. McKie & Co.—I.

Texarkana, Tex.—J. T. Stark Grain Co. has started its new corn mill and 80,000-bus. eltr.

Houston, Tex.—The South Texas Grain Co. has recently completed a new chop mill and feed warehouse.

Temple, Tex.—The warehouse of the Greathouse Grain Co. burned Dec. 20 with 5,000 bus. of grain. Loss, \$8,000; insurance, \$1,200.

Texas dealers are warned that the Kaw City Eltr. Co., of Kaw City, Okla., has as one of its members W. L. Farquaharson, who has refused to arbitrate.

Dallas, Tex.—The McNew Mill & Eltr. Co. incorporated, \$30,000 capital, to build and operate grain eltrs. and warehouses. Incorporators, J. F. and H. L. McNew and H. G. Booth.

McKinney, Tex.—The information we get out of the Suits and Decisions column is worth more to us than the amount we pay for the Grain Dealers Journal.—North Texas Grain Co.

Galveston, Tex., Jan. 2.—Rainfall very light and confined mostly to eastern third of state; wheat, oats, rye and barley in need of good rain in all sections and considerably damaged by continued drought in western portion; considerable plowing done.—Government Report.

Britton, Tex.—W. P. Wilemon has bot for \$5,000 a half interest in the eltr. of F. S. Windle and Windle & Wilemon will continue as the new firm, the change having been made Jan. 1. Mr. Wilemon, having considerable means, will make the firm a strong one financially.

Dallas, Tex.—The meeting of the arbitration committee of the Texas Grain Dealers' Assn. was postponed until about Jan. 15, because several of the grain dealers who had grievances to submit were not ready. Several important disputes will probably be settled at this meeting.

New members who have recently joined the Texas Grain Dealers' Assn. are:

Walker & Guest, Ryan, I. T.; Patton & Rubottom, Higgins, Tex.; Krech & Boring, Longview; R. W. Gamble & Co., Houston; Mayhew & Co., Cisco; Doggett Grain Co., McKinney; Crouch Grain Co., McGregor, Tex.

Galveston, Tex.—The grain exports during December, as reported by C. McD. Robinson, chief inspector of the Board of Trade, were 1,424,000 bus. of wheat and 186,824 bus. of corn; compared with 822,509 bus. of wheat and 633,107 bus. of corn during December, 1902. Exports since Sept. 1 have amounted to 8,388,631 bus. of wheat and 833,453 bus. of corn; compared with 6,047,409 bus. of wheat and 962,787 bus. of corn during the corresponding period of last year.

Ft. Worth, Tex., Dec. 24.—E. R. Kolp in Chicago today reports that all sections of Texas wheat lands need rain. In the Panhandle not over 10 per cent of the winter wheat has sprouted and that which did is dead. In the black land district the condition is much better. The stand is good and wheat looks fine. Oats in the black land belt are suffering from the drouth. Corn is moving slowly. The shellers have about suspended operation. The farmers are holding onto their corn for higher prices.

The Texas Grain Dealers Assn. has listed the following for refusing to submit to arbitration: Geary Mill & Eltr. Co., Geary, O. T.; Chickasha Milling Co., Chickasha, I. T.; Qua Paw Mill & Eltr. Co., Baxter, Kan.; Hollingshead Bros., Ganado, Tex.; J. M. Hargrove, Sr., Cooper, Tex.; McNeil Bros., Dallas, Tex.; Lee Patrick, San Antonio, Tex.; Grisham, Kiddo Milling Co., Coffeyville, Kan.; Boonville Eltr. Co., Boonville, Mo.; Frisco Milling Co., Vinita, I. T., and Wright & Johnson, Ryan, I. T.

TEXAS LETTER.

Ft. Worth, Tex.—The executive committee of the Texas Millers' Assn. met at Ft. Worth Jan. 7 and handled routine business.

Morgan, Tex.—The McNew Mill & Eltr. Co., recently incorporated at Dallas, has bot the plant of the Morgan Mill & Eltr. Co. and will operate it. Walter Abernathy will be mgr.

Ft. Worth, Tex.—Mr. Marchand, of the Interstate Commerce Commission, is in Ft. Worth investigating the affairs of the Rosenbaum Grain Co. and its contract with the Rock Island road.

The Millers Mutual Insurance Co., in its annual statement, shows that where insurance has increased 24 per cent, the losses for the past year have decreased 29½ per cent. This statement is a most satisfactory one to the members.

Dallas, Tex.—C. L. Moss says: "Considering the long drouth, I think wheat is in splendid condition; some complaint about the cold weather freezing the oats. No doubt the fine season that was in the ground at the time wheat was planted has been the saving factor of this grain and with rains in a short time prospects will be good. The acreage in grain is about the same as last year."

Galveston, Tex.—The port of Galveston shows a healthy increase both in receipts and exports over last year. The grain statement up to and including Jan. 4 is: Receipts this season, 9,804 cars of wheat, 1,036 cars of corn and 68 cars of rye. Last season, wheat, 7,665 cars; corn, 1,090 cars, and rye, 3 cars. The stocks on hand are very small, being 141,065 bus. of wheat and 107,753 bus. of corn.

Dallas, Tex.—B. R. Neal, mgr. of the Standard Milling Co., says: "I have just returned from South Texas and came back on the day train. Along the line as far as I could see the wheat appeared to be in fine condition and had made a good stand and had good color. It was young and not far enough advanced for pasturage, and I think on this account farmers are complaining. From reports I have had I would say that the acreage in Texas will be about the same but owing to improved methods there should be more wheat to the acre than formerly. The dry weather has retarded the growth and planting of wheat to some extent."—J. S. W.

WISCONSIN.

Berryville, Wis.—Five cars on the C & N. W. Ry., some of which were loaded with grain, burned Dec. 27.

Eau Claire, Wis.—The Milwaukee Eltr. Co. has bot, for \$20,000, the plant and grain business of W. J. Davis.

Milwaukee, Wis.—The annual Christmas banquet of the Hadden-Rodee Co. to its employees was given Dec. 26 at the Plankinton house. A theater party followed the dinner.

Oshkosh, Wis.—A warrant is out for J. P. McGinty, who was mgr. of the local bucket shop of the Coe Commission Co., charging him with grand larceny, \$675 being the amount involved.

Campbellsport, Wis.—The eltr. of Baumhardt & Sackett burned Dec. 31, with 3,500 bus. of barley and oats. The fire is supposed to have caught from the gasoline engine. Loss, \$4,000, covered by insurance. A warehouse owned by Mr. Sackett can be used until another eltr. is built.

Superior, Wis.—Homer T. Fowler will attempt to right another of the wrongs which he thinks the grain trade of Superior is suffering. He has brot suit against the Great Northern Railroad to test its right to raise the rate on oil cake or grain shipped from Minneapolis to Superior, alleging that for the last 18 months the rates on these have been 2 cents higher than before the combination of the Northern Pacific and the Great Northern into the Northern Securities Co.

Superior, Wis.—To avoid taxation of grain, as threatened by the assessors, the proprietors of the eltrs. have shipped out much by rail, loaded some into boats and transferred the remainder to Duluth, Minn., it is claimed. On the contrary Secy. H. C. Stivers of the Superior Board of Trade states that the private eltrs. were emptied into Eltr. S in order to make delivery on December contracts from a public house; and that all the wheat in Duluth and Superior would only a little more than fill Eltr. S alone. Mr. Stivers states that from now on the private eltrs. will be used for the storage of grain arriving. In view of the fact that the courts have decided that grain in transit cannot be taxed, the eltr. men would not need to have their houses empty May 1 to escape the tax.

Superior, Wis.—At the hearing of Homer T. Fowler's complaint against 29 Minnesota inspectors for violating the Wisconsin law by assuming to inspect grain in Wisconsin, the defense introduced testimony, by Secy. Clausen of the Minnesota Board, that the Superior Board of Trade in 1896 adopted a resolution inviting the Minnesota department to inspect grain in Superior. Mr. Clausen fur-

ther stated that the Minnesota inspectors were willing to withdraw at any time the Superior Board of Trade might request it. Under the law the Board of Trade has the right to appoint inspectors; and the invitation to the Minnesota inspectors to act clothed them with the necessary authority. The cases were dismissed, the county paying the \$200 costs. Judge Haily said: "The law of 1896, under which these warrants were sworn out, seems to me to have been merely prohibitory and the fact that the inspectors are here working on Wisconsin soil at the invitation of the Superior Board of Trade, of which the complainant Fowler is a member, makes such action on their part not a criminal one unless we strain a point and find them technically guilty."

MILWAUKEE LETTER.

Waupun, Wis.—J. Giebink has succeeded Rexwinkel & Giebink.

Milton, Wis.—G. R. Fetherston has installed a new gasoline engine.

Mondovi, Wis.—The Advancement Assn. is shipping grain and is recognized as among the regular dealers.

Cedar Grove, Wis.—John De Master has been shipping some grain this season for the account of Froedtert Bros., Milwaukee.

If the plan of making Milwaukee a terminus of the Ann Arbor road is carried out as expected, 2 car ferries will be built by the company.

Geo. H. D. Johnson and Wallace M. Bell, delegates from the Chamber of Commerce to the National Board of Trade, will urge the adoption of resolutions by the convention favoring a post-check system by the treasury department and the retirement of the issues of 1 and 2 dollar bills.

On Dec. 31 Archie McFayden, the veteran doorkeeper, celebrated the 36th anniversary of his starting in that position, and was presented with a heavy purse by members in appreciation of his services. At the time he was inducted into office the late Wm. Young was pres. of the Chamber, the membership of which numbered just 389. A large majority of the "boys" of that day are now gone, while Mr. McFayden has become gray in the service.

The market here for the past 2 weeks has been dull and featureless. Accumulations of grain on track, particularly off-grades, which are difficult to dispose of at relatively fair prices, caused a blockade in the railroad yards, which has just been effectually broken. This not only added to the depression but also caused trouble for shippers and receivers in various ways, especially in view of the general desire to "balance up" at the beginning of the new year. At present, however, conditions are much better, and the demand for grain of all kinds shows considerable improvement. Those who have medium or low grades to offer will do well to send samples in advance of shipping, but the better qualities find a ready sale here at excellent figures. Flax continues to command a small premium over Chicago.

Elaborate preparations had been made for the burlesque horse show, to be given on the last day of the year. Programs containing hits on prominent members were gotten out, and the committee in charge received as gift from Wright & Joys Co., local printers, 200 handsome 5-color posters struck off on fine bristol board, with the announcement, "Pit & Straddle Club Horse Show." The princi-

pal feature of the design was a cartoon by McCutcheon, 12 x 8 in., which caused much merriment around the Chamber. Because of the Iroquois theater disaster, however, the show was declared off. A special meeting of the Chamber was called at 11 o'clock and it was voted to adjourn the Board at noon, out of respect for Chicago's dead. At the same time the younger members voted to cancel their annual "rough-house." It is the first time in fifteen years that this feature of the last day of the year has been omitted.

Half a dozen members were grouped at the door of the Chamber. "The year just closed," said Pres. S. G. Courteen, "has been a most prosperous one for the Milwaukee Chamber of Commerce. The option market has shown a steady growth and there is no reason why this class of trade should not continue to increase. Our receipts, taken as an aggregate, are about

(Continued to page 50)

The F. R. Morris Continuous GRAIN CONDITIONER AND COOLER

The greatest invention yet devised for keeping grain stored in elevators in condition. Saves its cost every month in the year. Once passing thru the machine equals a week's constant elevation. Can be installed in an elevator at a cost not much exceeding an ordinary cleaning machine. Parties having them in use say they are indispensable.

For information address

F. R. MORRIS,

51 CHAMBER OF COMMERCE, MILWAUKEE, WIS.
Also Manufacturers the best Drier in the World.

Young Love

will not abandon the
Old Love

Now this may look and sound queer to you. I will explain. I have sold my interest in the Younglove & Boggess Company, but will not "divorce" the grain elevator business, as I have been in the trade too long, and it's a hard matter to "teach an old dog new tricks." Every grain buyer knows YOUNGLOVE as manager of the Y. & B. Co. I have annexed the experience and technical points so very necessary to make this business a success for both the builder and the owner.

YOUNGLOVE in managing this business so long is in very close touch with all the markets, therefore knows when, where and how to buy at the least possible cost. The owner gets the benefit of this and also the experience, that is of such vital importance in grain elevator work, corn shelling and power plants.

Write me and your wants will be attended to at once. Distance does not matter, I have able assistants and can handle business at any point.

Yours for business and prosperity,

J. F. Younglove

Mason City, Ia.

Moisture

should be removed from your grain before it leaves your elevator. Then you can rest easy as to its condition when it arrives at destination. It is now possible for every country elevator man to dry grain, for the

PERFECTION GRAIN DRIER

is within reach of all and it is practical, too. A postal card request will bring full information.

REFERENCES:

BABCOCK & HOPKINS, Rensselaer, Ind.
CALDWELL, BARR & CO., Earl Park, Ind.
ROSS & ROSS, Chalmers, Ind.

PERFECTION GRAIN DRIER CO.

NOT INCORPORATED

Successors to

TWEEDALE & HARVEY

ROOM 905, 303 DEARBORN ST.
CHICAGO

The Purchase of the

Hess Pneumatic Grain Driers,

To the exclusion of all other devices, by

The Armour Grain Company	Chicago
Bartlett, Frazier & Company	"
Chicago Ry. Terminal Elevator Co.	"
Chicago Dock Company	"
The Richardson Company	"
Chicago Grain Salvage Company	"
Consolidated Elevator Company	Duluth
Northern Grain Company	Manitowoc
Cleveland Grain Company	Cleveland
Udike Grain Company	Omaha
Illinois Central R. R. Company	New Orleans
Texas & Pacific Ry. Company	"
Kansas Grain Co.	Hutchinson, Kans.
Omaha Elevator Co.	Omaha, Neb.
Midland Elevator Co.	Kansas City
Duff Grain Co.	Nebraska City, Neb.
John I. Glover,	Kansas City, Mo.
Broadnax & McLiney,	"

AND MANY OTHERS.

Indicates the unanimous conviction among grain men that the HESS DRIER is a necessary and profitable adjunct to the grain business.

The investments by the above mentioned concerns alone, in HESS DRIERS aggregate \$250,000.00.

New book describing the drier free.

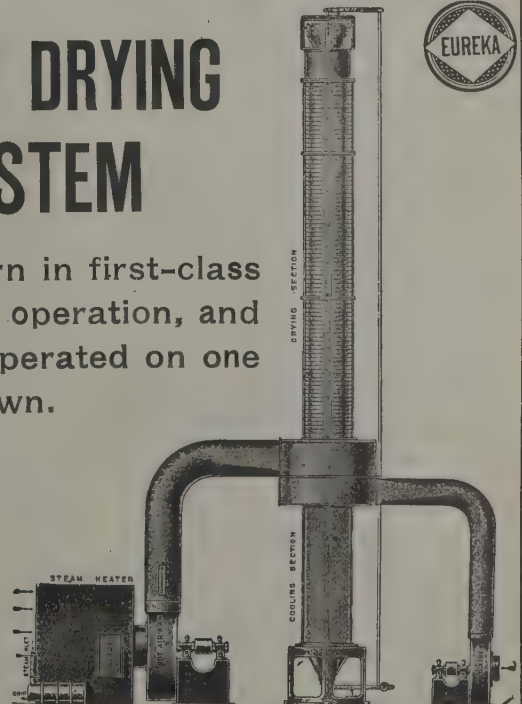
Hess Warming & Ventilating Company
707 Tacoma Building
CHICAGO



THE "EUREKA" CORN DRYING AND CONDITIONING SYSTEM

Will completely dry and put damp corn in first-class condition. Is complete, economical in operation, and occupies small space. Fans can be operated on one shaft on two independent fans as shown.

THE S. HOWES COMPANY
SILVER CREEK, N. Y.



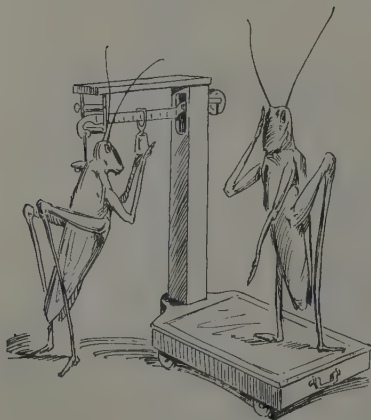
Chicago Office, 202 Traders Bldg.
Northwestern Office, 3 Chamber of Commerce, Minneapolis.
Southwestern Representative, J. N. Heater, care Savoy Hotel, Kansas City, Mo.



Grain Trade News.

[Continued from Page 48.]

the same as the preceding year. They have fallen behind a little on wheat, corn and oats, but the larger receipts of barley have been more than sufficient to offset the decrease in other grains. The general business of grain merchants, both receiving and shipping, is excellent at the present time; and the increased facilities for shipping east which Milwaukee has, in the shape of more car-ferries, will undoubtedly stimulate this market as a distributing center. Increased dockage, inner harbor improvements, storage warehouses, with side track facilities, and modern fireproof grain elevators are among the pressing necessities," chimed in a well-known railroad official. "Modern elevators are just as essential to the grain trade as modern locomotives and cars are to a railroad. There is no sane man today who would suggest old-fashioned wood-burning engines and fifteen-ton box cars for an up-to-date railroad. If any grain firm can do a successful business and use wooden fire-trap elevators on which the rate of insurance is from 2 to 3 per cent, it simply emphasizes the kindness of Providence and unusually careful management in other particulars. A modern steel or concrete, fireproof elevator would save insurance on both building and contents, which would pay a good dividend on the investment. Such an elevator would attract grain for storage, which is now being held in modern elevators at South Chicago, Minneapolis or West Superior. The condition of the Chicago river and the trouble experienced in getting large steamers over the tunnels make the present the opportune time for enterprising Milwaukee men to push its grain business to the front. Milwaukee will continue to hold its place as the second largest malting center in the United States," added one of the largest buyers on the market. "The daily output here during the past year, exclusive of the breweries, has been 17,000 bu., and next season this amount will be increased 6,000 bus. per day, making a total of 23,000 bu. The output of the breweries for the coming year will be increased to over 11,000 bu. daily, thus bringing the combined product to over 34,000 bu. daily." "And don't forget the millers," sang out the heavy-weight champion of that industry, as he moved away with a package of samples tucked under either arm. "Where would your market be without us?" No echo answered.—T.



A Hopper Scale.
The Roller Mill.

Supply Trade

Advertising is the harvester that garners the golden grain.—Judicious Advertising.

F. R. Morris, of Milwaukee, Wis., has received very flattering testimonials from users of the Morris Continuous Grain Conditioner and Cooler.

The Union Scale & Mfg. Co., of Sacramento, Cal., has been incorporated to do business in Illinois. The company's capital is \$200,000, and in Illinois, \$2,000.

The judgment for \$6,000 against the Webster Mfg. Co., of Chicago, Ill., to a workman for alleged injuries, has recently been reversed by the Illinois Supreme Court.

The Hess Warming & Ventilating Co., of Chicago, Ill., has recently received orders for its large No. 6 driers from John I. Glover and Brodnax & McLincy, of Kansas City, Mo.

H. L. Day, the dust collector man, collected enuf dust last year to present his friends and patrons with a good-sized calendar bearing a reproduction of a beautiful painting by A. Asti.

Chas. G. Hammond of the Huntley Mfg. Co., Silver Creek, N. Y., passed thru Chicago last week on his way home from the Northwest. He reports business better for 1903 than 1902, and the outlook for 1904 very encouraging.

The Hartford Blower Co., of Hartford, Conn., has received a large order for the Hartford Improved Dust Collectors, Hartford Exhaust Fans and auxiliary machinery for the Readville, Mass., shops of the New York Central Railroad.

No business was ever advertised so extensively that it would carry itself by the momentum it had attained. The fastest express train stops after a while if the steam is cut off—unless it is going down hill all the way.—Class Advertising.

J. W. Boggess and F. B. Bushnell have bot the business of the Younglove & Boggess Co., Mason City, Ia., and will continue the business of building grain elevators under the same firm name. The glad hand will be extended to all who visit the Younglove & Boggess Co.'s fine offices in the Elk block, Mason City.

A corn shucking match is being experimented with by farmers in central Illinois. The machine cuts the stalks any distance below the ears. Rollers snap off the ears, which are shucked by auxiliary apparatus and thrown into a wagon following. Three horses draw the outfit, covering 8 to 12 acres per day, and getting all the corn down to the smallest nubbins.

The Marseilles Mfg. Co., of Marseilles, Ill., has had a very good trade in corn shellers the past year from the territories handled thru its St. Louis, Kansas City and Omaha general agencies. The company also has had a good trade in central Illinois and western Indiana. Iowa, a state which in ordinary years can be depended on for a good sheller business, has this season presented a peculiar situation, indicating a poor crop.

The Wolf Co., of Chambersburg, Pa., has succeeded Thos. McFeely, of Phila-

delphia, Pa. Mr. McFeely has turned over to the Wolf Co. the entire Columbus Sieve Bolter business which he bot of the Case Mfg. Co., in October, and the business of Griscom & McFeely, in which he bot Mr. Griscom's entire interest in November. Mr. McFeely becomes one of the largest stockholders in the Wolf Co., and has been appointed general manager of the Philadelphia branch as well as of the sales department.

Receipts and Shipments at Galveston.

Chief Grain Inspector C. McD. Robinson reports the receipts and shipments of grain from that port during the five last calendar years to be as follows:

	—Receipts—		—Shipments—	
	Wheat.	Corn.	Wheat.	Corn.
1899	15,400,000	7,000,000	14,877,559	7,002,710
1900	11,700,000	2,900,000	10,788,723	2,963,687
1901	15,812,254	none	15,222,810	none
1902	12,712,499	1,133,623	11,068,894	962,787
1903	19,520,784	4,134,791	18,780,858	4,333,231

Receipts of Wheat and Corn at Primary Markets.

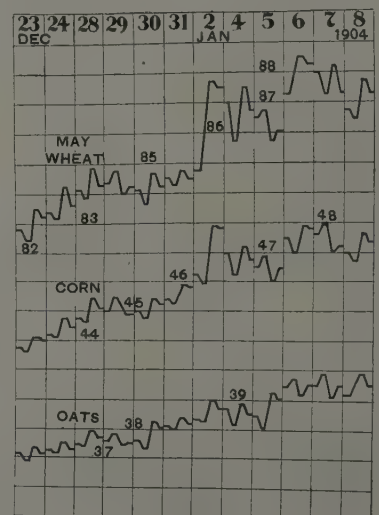
Receipts of winter and spring wheat at the leading primary markets since July 1 and prior to Jan. 11 have been 156,452,000 bus., compared with 188,134,000 bus. for the corresponding period of the preceding year.

Corn receipts at primary markets for the present crop year prior to Jan. 11 have been 87,541,000 bus., against 65,519,000 bus. for the corresponding period a year ago.

Calendars have been received from Charles T. Pierce and Bro., Defiance, O.; W. H. Laidley & Co., Chicago; McCray, Morrison & Co., Kentland, Ind.; E. A. Brown & Co., Minneapolis; The Dewey Bros. Co., Blanchester, O.; M. F. Crissman, Manchester, O.; National Milling Co., Toledo, O.; J. F. Twamley & Son, Omaha, Neb.

Chicago Prices

The opening, high, low and closing quotations on wheat, corn and oats for the May delivery at Chicago for two weeks prior to Jan. 9 are given on the chart herewith.



Like Old-Time Grain Dealers.

Us two wuz boys when we fell out,
Nigh to the age uv my youngest now;
Don't rec'lect what 'twuz about,
Some small diff'rence, I'll allow;
Lived next neighbors twenty years,
A-hatin' each other, me 'nd Jim;
He havin' his opinyin uv me,
'Nd I havin' my opinyin uv him!

Grew up together 'nd wouldn't speak;
Courtied sisters, 'nd married 'em, too;
'Tended same meetin'-house oncet a week,
A-hatin' each other through an'
through!

He havin' his opinyin uv me,
'Nd I havin' my opinyin uv him!
—James Whitcomb Riley.

Carrying Grain on Traction Engines.

In the well-paved cities of England grain merchants and millers have begun the use of traction engines to transport grain. The engravings given herewith, for which we are indebted to Popular Mechanics, represent one of the common-



English Dumping Traction Engine, Loaded.

est types of auto-trucks used in Great Britain.

The loaded truck shows the sacks piled high in the wagon box, resting mainly over the rear wheels, to which the power is applied by chain gear. The load adds to the tractive adhesion of the wheels, enabling the engine to ascend the steepest hills.

Dumping is effected by tilting the box



English Dumping Traction Engine Unloading.

backward, as shown in the engraving, when the sacks slide out thru the endgate.

In California traction engines are used extensively to haul trains of several wagons loaded with grain or logs. One of the California engines has 125 horse power and can climb a grade of 25 per cent carrying 20 tons. Such an engine will transport grain and other freight with economy in rough country.

Observations.

By Traveler.

In spite of many warnings some grain dealers are still careless enough to send telegrams reading, for example, "Sell five thousand two Northern eighty one half." Now, as anybody can readily see on reflection, this might mean to sell at either 80½ or 81½, and how is a commission merchant to know which is intended? If you wish to place an order at 81½c any misunderstanding will be avoided by simply writing "eighty-one and half."

* * * * *

Those who take their ideas of the Chicago Board of Trade from "The Pit," which has recently been dramatized, are likely to receive many false impressions; for while the author has portrayed with more or less fidelity a few of the waves and ripples that appear upon the surface, he showed very little of the real, world-wide business that goes on underneath. Novelists are very apt, nowadays, to prop up a weak or impracticable plot with dramatic features of the speculative market; and it is a question whether some of the sensational half-truths thus evolved do not work a great deal of injury upon the minds of those to whom certain forms of gambling appeal strongly. Even in such an excellent book as "David Harum" the author finds himself reduced to the expedient of making the old man's protegee suddenly rich by speculative transactions, including a lucky trade in pork on the Chicago Board. Many a banker in real life, both young and old, has tried the same thing with disastrous results, and not a few who sit in penitential cells can recall with sorrow the first time they were tempted to take a "flier" on the market. Eventually they took some one else's money with which to put up margins—oftentimes funds which had been committed to them as a trust. Would it not be better if this sort of thing were always shown in its true light?

* * * * *

Some commission houses are very careful what orders they accept. For instance, a broker of the writer's acquaintance recently received one from a prominent banker in southeast South Dakota, who is known to have on deposit a large amount of farmers' funds. He had never dealt in option before, but thought May wheat was certain to go up. He didn't want any one to get an inkling of what he intended to do, however. To his surprise, probably, he got a friendly letter of advice urging him to let the board of trade alone, and, strange to say, he followed it.

* * * * *

A matter which calls for attention this month and every day during the winter and early spring is that of seeing that wagon scales are kept in good order, so as to insure accurate weights. Too many dealers neglect to keep them clear around the edges, with the result that after several days of cold weather, particularly when there is snow or sleet, they bind around the edges and are encrusted with frozen dirt and water. When scales are in this condition, they sometimes weigh heavy and sometimes light, but in either event the dealer loses; for he not only has to reckon with the farmer, but also with the buyer at the other end. Many claims of shortage turn out to be only a matter of wrongly balanced or clumsily working scales.

A SHELLER

Which removes all the corn, without breaking the corn and the cob to pieces, and without serious injury to itself, is a profitable investment. Such is the CHAMPION SHELLER

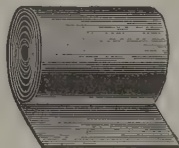
—MADE BY—

R. H. McGRATH, LAFAYETTE, IND.



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CONVEYORS
AND
ELEVATORS
ALSO
Fire Hose,
Packing, etc.



We furnished the belting for the Pioneer Steel Elevator. Let us figure with you.

GUTTA PERCHA & RUBBER MFG. CO.
96-98 LAKE ST., CHICAGO.

BROWN & MILLER, Managers.

"The Special Car Mover"

IS PUTTING IT MILD

"The Special Train Mover"

IT SHOULD BE STYLED



SHIPPED ON TRIAL

Does not work on rail and expend its power at nearly dead center, but has advantage of full length of crank or radius of wheel. Moves a car 6 to 12 inches at each stroke on a level track. Price \$5.00 F. O. B. Odebolt, Iowa. Shipped C. O. D., subject to 10 days' trial and acceptance.

THE CONVEYOR CAR LOADER

Leads in its line. Carries grain from chutes that are low down and any distance from track. The new plan rope-drive connections furnished solves problem of loading from any number of chutes. Shippee on trial.

THE INCLINE ELEVATOR AND DUMP

and Storage System is the best and cheapest ear corn and small grain storage. Grain dealers, feeders and farmers plants solve the problem of cribbing ear corn, etc., without shoveling. Attracts the most profitable part of the business. Write for full particulars.

IOWA GRAIN & MFG. CO., Odebolt, Ia.

Supreme Court Decisions

An action in conversion will lie to recover the value of grain unlawfully cut and removed.—*Mueller v. Olsen*. Supreme Court of Minnesota. 97 N. W. 115.

The acceptance by a railroad company of cars of freight from the initial carrier thereof does not operate as a ratification of an oral contract between the initial carrier and the consignor to carry the goods for less than the usual rate.—*Thomas v. Frankfort & C. Ry. Co.* Court of Appeals of Kentucky. 76 S. W. 1093.

Const. § 215, providing that all railway companies shall transport freight of the same class for all persons from and to the same points and upon the same conditions, in the same manner, and for the same charges, does not prohibit a railway company from charging a through rate which is less than the sum of the local rates between the two points.—*Southern Ry. v. Commonwealth*. Court of Appeals of Kentucky. 77 S. W. 206.

Where the addressee of a telegram directed the clerk of the hotel at which he boarded to forward messages brought there for him, he thereby constituted the clerk his agent for the receipt of messages. Where a principal directed his agent to address messages to him care of a certain firm, he nevertheless had the power, as against his agent, to authorize another to receive and forward messages.—*Western Union Tel. Co. v. Barefoot*. Supreme Court of Texas. 76 S. W. 914.

Rev. St. 1889, § 944, providing that, when a railroad company issues bills of lading in Missouri, it shall be liable for any loss, damage, or injury to the property caused by its negligence or the negligence of any other carrier, when construed as depriving a carrier of the right to contract for a limitation of its liability beyond its own line, is not in conflict with Const. U. S. art. 1, § 8, authorizing Congress to regulate interstate commerce.—*Western Sash & Door Co. v. Chicago, R. I. & P. Ry. Co.* Supreme Court of Missouri. 76 S. W. 998.

The fact that malt is only sold to brewers and distillers; and not retailed to the public, and that there is no reasonable probability of deception because of the similarity of a trade symbol adopted by defendant, engaged in the malting business, to that used by plaintiff, also engaged in such business; and that, owing to the fact that defendant has only used the symbol on small cans, cards and bill-heads, and not upon cars or sacks, purchasers are not likely to be misled, is no reason for the denial of injunctive relief.—*Manitowoc Malting Co. v. Milwaukee Malting Co.* Supreme Court of Wisconsin. 97 N. W. 389.

Under Laws 1899, p. 214, c. 125, providing that suits for damage to property transported over two or more railroads operating any part of their roads in the state may be brought against any or all of such railroads in any county in which either railroad is operated, a railroad having its domicile in the state in one county is nevertheless suable in another county for damages arising out of a contract for shipment over its own lines and those of another road having an agent in the latter county.—*St. Louis, I. M. & S. Ry.*

Co. v. J. H. White & Co. Court of Civil Appeals of Texas. 76 S. W. 947.

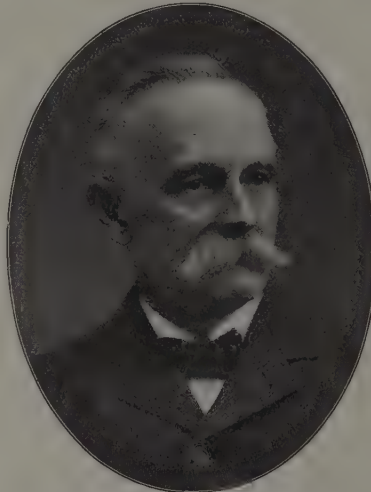
Where brokers, at the request of a customer, borrowed stocks to cover a short sale, and were compelled to pay therefor more than the amount received on the sale, they were not bound, in the absence of proof of a rule or usage, to require the lender to put up margins to secure the seller against the decline of the stock so loaned. Evidence of a witness that it was the duty of brokers, after delivery of stock, to guarantee the transaction and protect the customer from loss, and that the witness had transactions in stock running into thousands of shares, and had never known of a case where the broker did not call margins from a lender of stock borrowed to cover a short sale, was insufficient to establish a usage

Legislature, was not repealed by Rev. St. 1889, § 2637, subsequently enacted, and which forbids railroads from charging a greater aggregate compensation for the transportation of like property "under similar circumstances and conditions for a shorter than a longer distance over the same line in the same direction," especially since another section of the latter act (Rev. St. 1889, § 2659) expressly provides that it is not intended to repeal any law in force unless in direct conflict therewith; but both sections may stand together, the former regulating freight charges in any direction over any part of the road, and the latter in the same direction under like circumstances and conditions.—*McGrew v. Missouri Pac. Ry. Co.* Supreme Court of Missouri. 76 S. W. 935.

Plaintiff, who was a maltster using the eight-day process for germinating malt, adopted a trade symbol or device consisting of a figure 8 surrounded by a wreath, the upper portion of which consisted of barley heads, and the wreath and a band passing through the lower portion of the 8 bore the words "Trade Mark," "Day," "Germinating." The barley heads were colored yellow, and the band and part of the wreath tinted in pink. When used on freight cars, the whole background was colored a bright red. Defendant subsequently commenced the use of a device consisting of a hand holding up the figure 8, which bore the words "Malt," "Grown," "8 Days." The hand and 8 were surrounded by barley heads, and beneath all was a card bearing the words, "Milwaukee Malting Co. Slow Grown Malt." The 8 was colored a bright red, the barley heads were gilt, and the balance of the device in dark green, except the words "Slow Grown Malt," which were red. Held that defendant's device was an imitation and constituted unfair competition in trade.—*Manitowoc Malting Co. v. Milwaukee Malting Co.* Supreme Court of Wisconsin. 97 N. W. 389.

Claiming that he was entitled to the highest price during 2 weeks, Almon L. Chase brought suit under the following contract to recover a balance on the basis of \$2.10 per bu.: "Owosso, Mich., Oct. 1st, 1902. Bought A. L. Chase about 400 bu. beans @ \$1.80 bu. Shrink them what they pick, and he to have advance for two weeks; to be delivered at any time in two weeks, if the roads are good; if not good, have longer time. Ainsworth & Hammer. Advance \$25." The Supreme Court of Michigan decided, Dec. 1, that: The phrase in a memorandum of the sale of beans, "he to have advance for two weeks," cannot, without extrinsic testimony, be construed to refer to the market price at the end of two weeks, but it either refers to the highest price during the two weeks, or requires extrinsic evidence to explain it, in which event its construction on conflicting testimony was properly submitted to the jury. In construing a contract for the sale of beans it was not error to reject testimony on the difference between the price of old and new beans on certain dates, where it was not apprised of the purpose of the testimony, which was to prove that plaintiff could not rely on a certain market price which was for new beans, while those sold to plaintiff under the contract were old beans. 97 N. W. 404.

The Supreme Court of Nebraska has affirmed the decision of the lower court in favor of the Nye & Schneider Grain Co. against the Western Union Telegraph Co. on account of negligent delay in de-



H. C. Hawley, Fitchburg, Mass., Pres. New England Grain Dealers Assn.

or custom imposing such duty on a broker.—*Morris v. Jamieson*. Supreme Court of Illinois. 68 N. E. 742.

In an action against a railroad for negligent death of one employed by a shipper in unloading cars, the evidence showed that decedent's duty was to remove a steel "brow," which connected the car in which he was working with a chute in his employer's building, on receiving the signal from the conductor in charge of a switching crew that the cars were to be moved. The brow was some 5 feet long, 3½ feet wide, and about ¾ inch thick. Death resulted from the car on which decedent was working being coupled to another car, in pursuance of the usual direction of defendant's conductor, before decedent had got the brow disengaged. Held, that the questions whether sufficient time to remove the brow was given to decedent, and whether he proceeded with due diligence and skill in the performance of that duty, were for the jury.—*Hartford v. N. Y., N. H. & H. R. Co.* Supreme Court of Massachusetts. 68 N. E. 837.

Rev. St. 1889, § 2629, forbidding any railroad from charging over any portion of its road a greater compensation than it charges for the transportation of similar quantities of the same class of goods over any other portion of equal distance, which was passed in pursuance of Const. art. 12, § 12, containing much the same language, and requiring the passage of suitable enforcing acts by the

livery of a message. The agent of N. & S. at Morehead, Ia., had on hand 5,000 bus. of corn for which he received an offer of 35 cents open for acceptance until 7:30 p. m. of the same day. On receipt of advices from the agent the home office at Fremont, Neb., wired back to accept the offer; but by reason of negligent delay in the transmission of the message it did not reach the agent until after 7:30. The market value that day at Morehead was 32 cents; afterward the price advanced, so that the corn could have been disposed of between June 24 and Nov. 5, 1901, at a higher price. The district court of Dodge County adopted as the measure of damages the difference between the price offered for the corn and its market value that day. The telegraph company alleged that the measure of damages was erroneous because the plaintiff eventually sold the corn at a higher price than that accepted by the message, and therefore suffered no loss. The Supreme Court said: At first sight this contention appears reasonable, but we do not believe it will bear analysis. It would be impossible to follow the labyrinth of remote results and consequences of a breach of contract, and determine either the ultimate situation of the party as affected thereby, or what such situation would have been, had the contract been performed. Hence, upon the failure to deliver the message, the plaintiff has 5,000 bus. of corn, which, instead of being worth \$1,750, as it would have been, had the message been duly delivered, was worth only \$1,600. In other words, the plaintiff's situation, upon the defendant's failure to deliver the message, and before any remote or independent causes had intervened to change it, was such that it would have required \$150 to make what it would have been, had the message been delivered. The subsequent rise in the market, and sale of the corn on such market, are no more proximate results of the breach of contract or the contractual relations of the parties than a subsequent decline in the market, and sale of the corn at a loss, would have been. The same principle that would have relieved the defendant from increased liability, had the market declined, excludes it from participation in the profits resulting from its advances. We are aware that a different conclusion was reached in *Houston E. & Tel. Co. v. Davidson* (Tex. Civ. App.) 39 S. W. 605, cited by defendant; but it is not supported by any line of reasoning, nor is it entirely clear that the point was necessarily involved in the case. But however that may be, it does not commend itself to us as a sound rule of law, and we must therefore decline to follow it.—97 N. W. 305.

England's area under wheat has decreased from 1,726,000 acres in 1902 to 1,581,000 acres in 1903, according to the recent preliminary statement by the board of agriculture. All other crops show a decrease in acreage. The yield of oats and hay per acre is a little above the 10-year average.

Exports of breadstuffs during the 11 months prior to Dec. 1 were: 67,789,731 bus. of wheat, 86,659,013 bus. of corn, 7,921,025 bus. of barley, 1,415,076 bus. of oats and 2,689,836 bus. of rye; compared with 120,810,822 bus. of wheat, 9,844,617 bus. of corn, 7,714,150 bus. of barley, 5,524,946 bus. of oats and 4,157,923 bus. of rye for the same months of 1902, as reported by O. P. Austin, chief of the bureau of statistics.

Settlement of Claims May Be Expedited.

One of the contracting freight agents of a large railroad system, in discussing the matter of claims from the standpoint of an official who is engaged in soliciting business from shippers, said that the long delays in effecting settlement—by which shippers are so frequently exasperated—may largely be attributed to the fact that the office of the claim agent usually has a clerical force inadequate to the enormous amount of work thrust upon it.

"This is the result," he added, "of a settled policy of economy adopted by the Board of Directors, most of whom live in the East and never come into touch with the actual operation of the road or realize its relations to the shippers from whom the traffic is derived."

As a consequence of that condition, many claims are not started on the course of investigation necessary to their adjustment until they have lain in the office of the claim agent for a month, six weeks or even two months, and it is then difficult for the operating officials to look up the records. Therefore, delays occur at every stage, and it is no uncommon experience for shippers to have a claim out 9 months or a year. This occasionally occurs in relation to pure overcharges about which there is no question.

Agents, solicitors, operating officials and others; in fact, those who actually do the work of the road, find it very unpleasant to be the recipients of unending complaints on the part of shippers, particularly when they know that the latter are justified in making them, and they would welcome any change in the system which breeds this condition. The agent above referred to suggested that if some strong combination of shippers, such as is formed by the National and state grain dealers' associations, would take up the matter and insist upon an increase in the strength of the claim departments of the various roads, a great improvement could be brought about without serious difficulty.

The directors of some roads have seen the importance of this point for themselves, and the result has been decidedly profitable to their lines; but the majority still adhere to the practice which has been so long in vogue.

Found a Fool.

There was once a fool who went to the elevator with a wagonload of wheat. The grain dealer said to him:

"So you are a fool, eh?"

"I guess I am," replied the youth.

"A fool, eh? A natural," mused the dealer. "We ain't got many natural fools hereabouts. I'll have to examine you a bit. Do you mind?"

"Oh, no, of course not," the fool answered, politely.

"Well, my lad, since you're a fool," began the grain man, "I want you first to tell me what you know, and afterward what you don't know. Now, to begin. What do you know?"

"I know," said the fool with a leer, "that the grain dealer's hogs are fat."

"Good, very good," said the dealer. "That is what you know. Now tell us what you don't know."

The fool leered again.

"I don't know whose grain fattens 'em," he said.

The New Era Elevator

For Quick Passenger Service in High Buildings.



The greatest convenience ever introduced into Grain Elevators. All new, modern, and up-to-date Mills and Grain Elevators are installing our passenger elevators. Nothing to get out of order.

Saves time and money. Takes half the room and COSTS NO MORE THAN A STAIRWAY.

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Chicago, Ill.

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THE MONARCH

is the most perfect feed mill on the market. It grinds fast and well and is sold with the guarantee that it will give entire satisfaction.



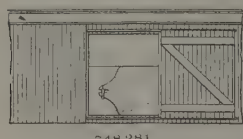
YOU

should have one. In justice to yourself let us ship you one on trial.

SPROUT, WALDRON & CO.
P. O. BOX 260, MUNCY, PA.

Patents Granted

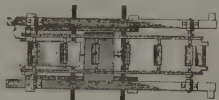
Carbureter for explosion engine. No. 747,264. Thos. L. Sturtevant, Quincy, and Thos. J. Sturtevant, Newton Center, Mass.



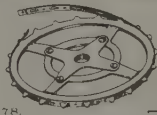
748,281



747,478



747,556



747,556



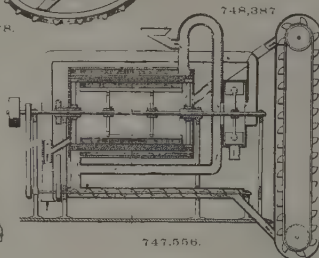
748,387



748,351



748,079



747,556

Vapor engine governor. No. 748,477. Albert Buchner and Elmer P. McClure, Chicago, Ill.

Cooling apparatus for internal combustion engines. No. 748,001. Geo. McCadden, St. Cloud, Minn.

Explosive engine. No. 747,828. Benjamin Wright, assignor of one-half to Geo. O. Rogers, St. Louis.

Lubricating device for high speed and explosion motors. No. 747,767. Louis Renault, Billancourt, France.

Kerosene oil engine. No. 747,620. Abbott A. Low, Horseshoe, and August Wassman, Astoria, N. Y., assignor to Low.

Spark coil. No. 747,755. Chas. P. L. Noxon, Syracuse, N. Y., assignor of one-half to H. H. Franklin Mfg. Co., Syracuse.

Internal combustion engine. No. 748,045. Wm. M. Britton, Columbus, O., assignor of one-half to T. R. Clure, Columbus.

Explosive engine. No. 748,029. Herbert G. Underwood, Stamford, Conn., assignor to International Power Vehicle Co., Stamford.

Feeding and igniting device for explosive engines. No. 748,011. Wolcott Remington, Stamford, Conn., assignor to International Power Vehicle Co., Stamford.

Grain car door. No. 748,281. (See cut.) Ray G. Jenckes, Terre Haute, Ind. Of the two door sections one overlaps the other, the inner edge of the inner door section being hinged to the rear face of the outer door section.

Bag holder. No. 748,387. (See cut.) Wm. Lilly, Tilsonburg, Canada. Two adjustable pivoted members each are provided with semicircular sections to hold a bag open without piercing. Each of the pivoted members has feet extending at right angles.

Bag filler. No. 748,500. (See cut.) John Heinrich and Frank Probst, Kansas City, Mo. The large scoop is hung by its middle from rope and tackle suspended from a trolley running on a bar. The rear end of the scoop tapers to a spout to which the bag is attached.

Grain hulling and scouring machine. No. 747,556. (See cut.) William E. Larmon, Alvaton, Ky. The cylindrical drum has interior and exterior scouring surfaces of attritive material such as

trough is a dumping chute adapted to tip in either direction and to slide lengthwise.

Sprocket band. No. 747,478. (See cut.) Albert S. Reed, Chicago, Ill., assignor of one-half to Florence Harris, Chicago. The compensating device for sprocket wheels comprises a continuous flat strip of sheet metal having rectangular perforations adapted to fit over the teeth of a gear wheel. A sprocket having any number of teeth may be fitted with the device cut off to the proper length to encircle the sprocket.

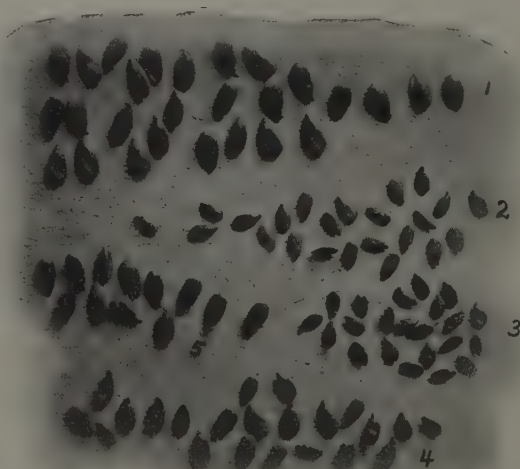
Grain drier. No. 748,079. (See cut.) Joseph G. King, Port Arthur, Canada. A casing contains vertical steamheating pipes and vertical grain confining screens. The screens are open at top and bottom, the grain dropping out of the bottom into hoppers. The movement of the grain is assisted by a jogging motion imparted to the screens by a number of eccentrics on a shaft. The conical top has an exhaust tube and a feed tube containing a conveyor.

Rotatable grain distributor. No. 747,897. (See cut.) John C. Spangler, Gowrie, Ia. At the top and center of a plurality of bins in an elevator is mounted the distributing tube having connected with its outer and lower end a telescopic extension, with a cut-off in the junction of the two tubes. The operator on the lower floor rotates the spout by ropes running down to a notched pulley having a handle pivoted to enter the notches. Connected with the open top of the distributing tube is a conveyor spout with a tube for conveying overflow grain. In a hopper at the lower end of a conveyor trunk is the sound signal.

Grading Flax Seed.

In a recent bulletin from the North Dakota Agricultural College, H. L. Bolley gives much of interest and value regarding flax and flax seed selection, the purpose being to encourage farmers to use more care in the selection and preparation of their seed and thereby increase the yield and quality of the crop.

Grain dealers can assist growers to a thoughtful consideration of the possible improvement with an expenditure of a very little energy and time, and bring profit to themselves as well as the growers. If



the growers are assisted to increase the yield from their land 25 per cent, it stands to reason the dealer will have that much more to handle, even tho he capture no more customers. However, an honest, earnest interest in the farmer's problems can not help but result in an increase in the number of customers.

Experiments conducted by Prof. Bolley have proved beyond all doubt that scaly seeds resulted in wilted plants and that large sound seeds resulted in a plant of much more vigorous growth than from small sound seed.

He recommends that only plump, bright colored flax free from straws and dirt be used for seed, and that it be run thru a fanning mill and only the largest be used. In the engraving reproduced herewith are shown five different samples of perfect seeds. The grading was done with a fanning mill.

The weights of 10 smallest seeds of four samples were .0854, .0360, .0265 and .0385 grains, while the weights of 10 largest seeds of the same samples were .1270, .0480, .0530 and .0630 grains respectively. This shows that weight of the large seeds of the four samples average double that of the small seed, perfect seed only being used in each case.

Crops for 1903.

Final returns to the Chief of the Bureau of Statistics of the Department of Agriculture from regular and special correspondents, supplemented by reports of special field agents, show the acreage, production and value of the principal farm crops of the United States in 1903 to have been as follows:

Corn	.....88,091,993	2,244,176,925	\$562,868,801
Winter wh't.	32,510,510	398,867,250	286,242,849
Spring wh't.	16,954,457	237,954,585	156,781,977
Oats	.....27,638,126	784,094,199	267,061,665
Barley	.....4,993,197	131,861,391	60,165,313
Rye	.....1,906,894	29,363,416	15,993,871
Buckwheat	.....804,393	14,243,644	8,650,733
Buckwheat	.....804,393	14,243,644	8,650,733
Flaxseed	.....3,233,229	27,300,510	22,291,557
Potatoes	.....2,916,855	247,127,880	151,638,094
Hay (tons)	.....39,933,759	61,305,940	556,376,880
Tobacco (lbs)	.....1,037,735	815,972,425	55,514,627

Movement of Grain, Chicago.

RECEIPTS AT CHICAGO.

	1903.	1902.	1901.	1900.
Wheat	..27,177,475	37,903,028	51,197,870	48,045,298
Corn	...98,697,735	50,539,107	84,136,637	134,663,456
Oats	...88,816,294	78,790,500	90,632,152	105,226,761
Rye	....3,047,500	3,162,541	3,244,324	1,973,701
Barley	..23,146,869	14,834,173	15,996,670	17,813,919
Flaxs'd	..3,545,604	4,733,867	4,584,736	4,896,513

SHIPMENTS FROM CHICAGO.

	1903.	1902.	1901.	1900.
Wheat	..24,364,016	30,217,696	45,521,951	36,649,956
Corn	...90,234,960	45,394,249	64,101,873	111,099,653
Oats	...63,652,428	57,981,612	76,340,619	77,554,695
Rye	....2,929,728	2,846,215	1,287,111	1,223,796
Barley	..3,019,731	3,488,258	3,583,753	5,739,009
Flaxs'd	..548,557	1,253,557	1,221,097	3,266,481
Crops.	Acres. Production F'm v'lue, Bush. Dec. 1, 1903.			

The Bourse law of June, 1896, is certainly the most remarkable attempt in the memory of the present generation to repress speculation by legislative enactment. It boldly undertakes tasks which had been found impossible and had long been discarded in other countries as chimerical. The law is quite in line with the paternal theory of government extensively applied in Germany. It sets for itself the praiseworthy task of helping the weak and foolish. It will protect the "outsider" from dabbling in stocks. It aims to hedge off the professionals by themselves and to let them work out their own perdition. It will save the toiling farmers from "paper wheat." All these millennial things by a vote of Parliament!

Cobs

Exports of buckwheat for the 10 months prior to Nov. 1 were 31,275 bus.; compared with 142,035 bus. during the same months of last year.

If a man drops a diamond in a barrel of muddy water can he ever expect to find it by persistently stirring the water? Can he settle the dirt by stirring it?

The wheat yield of New South Wales is reported as 28,700,000 bus., an increase of 12,500,000 bus. over the yield for 1901. Nearly 18,500,000 bus. can be exported.

Exports of foreign beans and peas during the 10 months prior to Nov. 1 amounted to 83,291 bus., compared with 29,722 bus. for the same months of last year.

Imports of beans and peas into the Philippine Islands during the 12 months prior to July 1 amounted to 104,770 bus.; compared with 75,170 bus. during the corresponding months of 1901-2.

The statement of the St. Louis milling organ of the bears that a Toledo grain house had 250,000 bus. No. 2 red in store to be shipped to St. Louis is branded as a dream by the best Toledo authority.

Corn oil is selling at 3½ cents a pound, about 2 cents cheaper than a year ago. The cutting in two of the price of linseed oil, for which it is a substitute, is partly responsible for the decline.

The great Rock Island system has ordered all the elevators along its line painted the same color as its depots. The purpose is to have all buildings on its right-of-way of the same color.

The subcommittee of the committee on agriculture has struck out the proposition to allow \$500,000 for the establishment of a commission and to furnish means to eradicate the cotton boll weevil, and allows \$250,000 for the urgent deficiency appropriation, the department of agriculture to be consulted as to whether any more funds are needed for its anti-boll weevil work, further money to be appropriated in the regular agricultural appropriation bill.

A check upon the flagrant adulteration of grain shipped from Odessa, Russia, is being provided by the Odessa Exchange, which is a government institution, with a chief grain inspector and deputies, who will take absolutely correct samples of every parcel shipped. The committee will also make up f. a. q. (fair average quality) samples, by taking from each parcel a quantity proportionate to the quantity loaded, and forward them each month to all interested markets. Buyers of "season's average quality" then will know what to expect.

Indiana Millers Mutual Fire Insurance Company

OF INDIANAPOLIS, IND.

MILLS AND ELEVATORS ONLY

Purely Mutual.

E. E. PERRY, Secretary.

FIRE INSURANCE

MILL OWNERS MUTUAL FIRE INSURANCE CO.

Des Moines, Iowa.

Insures Mills, Elevators, Warehouses and Contents. Oldest Flour Mill Mutual in America. Saved to Members nearly \$1,000,000.

J. C. SHARP, Secretary, Des Moines, Iowa.

Reliable Insurance...

On Modern elevators and Contents can be secured at about one-half the rates charged by stock companies by addressing

MILLERS NATIONAL INS. CO.

205 La Salle Street, CHICAGO, ILL.

Chartered 1865 Assets, \$3,380,676.56

Net Cash Surplus, \$466,594.95

W. L. Barnum, Sec'y.

MICHIGAN MILLERS

MUTUAL
FIRE INSURANCE CO.,
LANSING, MICH.

23 Years
Successful Business

50% DIVIDENDS

Assets \$1,500,000.00
Losses Paid 1,000,000.00
Net Cash Assets 260,000.00

INSURES FLOUR MILLS, GRAIN AND ELEVATORS.

FINANCIAL STATEMENT OF THE

Grain Dealers National Mutual Fire Insurance Co.

January 1st, 1904

Assets

Premium Notes (Face \$350,106.41)
Net Value.....\$296,981.53
First Mortgage Loan on
Real Estate.....\$ 5,500.00
Collateral Loan.....3,500.00
Cash in Bank.....15,902.10
Uncollected Premiums...694.91
Uncollected Assessments 218.73
Interest Accrued.....413.95
Cash Assets.....\$ 26,229.69
Total Gross Assets.....\$323,211.22

Liabilities

Losses Adjusted..... none
Losses Reported..... none
Losses Resisted..... none
Surplus to Policy Holders.....\$323,151.97

Total Losses for 1903, \$8,207.33

For information, address

C. A. McCOTTER, Secretary,
Indianapolis, Ind.

Plan for 50,000-bu. Cleaning House.

The elevator shown in the plans reproduced herewith was designed to clean the grain bot at a number of country stations in Iowa. The building is 111 ft. high and 40 ft. square, containing 24 hopper bottom bins of an aggregate capacity of 50,000 bus.

The bins are 37 ft. high, cribbed. Above them is the three-story cupola containing 2 double hoppers and 2 large hopper scales. The heads of the 2 elevators discharge into the garsners, and the distribution to bins is from the hopper scales.

For the foundation, piles 8 in. thick at the small end were driven in clusters and surmounted by concrete piers. Cement forms the floor of the basement. The working floor has a clear space 12 ft. high and contains an oat clipper, wheat machine, car puller, electric motor, corn cleaner and short leg of elevator to shell in basement.

The track on one side of the house is inclosed in a shed, that on the other is protected by an awning. Cars are loaded and unloaded on both sides. The plans given herewith show the garsners and heads, scale floor, distributing floor, grain bins, work floor, foundation, cross section and longitudinal section. The house was designed by L. O. Hickok, elevator builder, of Minneapolis, Minn.

The area of winter wheat, as reported by Edwin S. Holmes, Jr., associate statistician of the Department of Agriculture, Dec. 10, is 32,000,000 acres, or 6 per cent less than the acreage seeded in the fall of 1902. The condition Dec. 1 was 86.6; compared with 99.7 in 1902, and a 9-year average of 92.7.

Grain Carriers

A new line known as the Morehead & S. W. will be built from Morehead to Laden, Mo.—I.

The Rochelle & Southern has been completed for 36 miles between Stewart and Seatonville, Ill.

An extension of the C., H. & D. from Delphos to Mandale, O., 12 miles, is being constructed.

An advance in flour rates to the Orient from \$3 to \$5 per ton is being considered by the transportation lines.

The Frisco has closed a deal by which it will enter New Orleans over the tracks of the New Orleans & Northeastern.

Before its tariff making a cut in thru rates from Nebraska went into effect the Union Pacific withdrew the rate.

Plans of the Montreal harbor board for improvements costing \$2,500,000 are said to have been approved by the government.

The Dominion Marine Assn., at its recent Toronto meeting, decided to ask the government to keep the canals open Sundays.

The Chicago, Indianapolis & St. Louis short line is under construction from Hillsboro to Mitchell, Ill., a distance of 44 miles.

The plan to establish a line of grain boats between Norfolk and Jacksonville, as desired by the grain men of Nashville, Tenn., has not succeeded, for the want of northbound freight.

The Burlington has followed the example of the Northwestern by making a reduction of 2 and 3 cents on grain from all points in Nebraska to Omaha.

The Interstate Commerce Commission held a hearing at Chicago, Jan. 7, to consider the complaint that east-bound rates on grain are excessively high.

The Toledo, St. Louis & Western, known as the Clover Leaf, is said to have been purchased by a syndicate with a view to combining it with other roads.

A canal from the headwaters of the Missouri River south thru the grain growing states to the Gulf of Mexico is proposed by D. W. Blaine of Pratt, Kan.

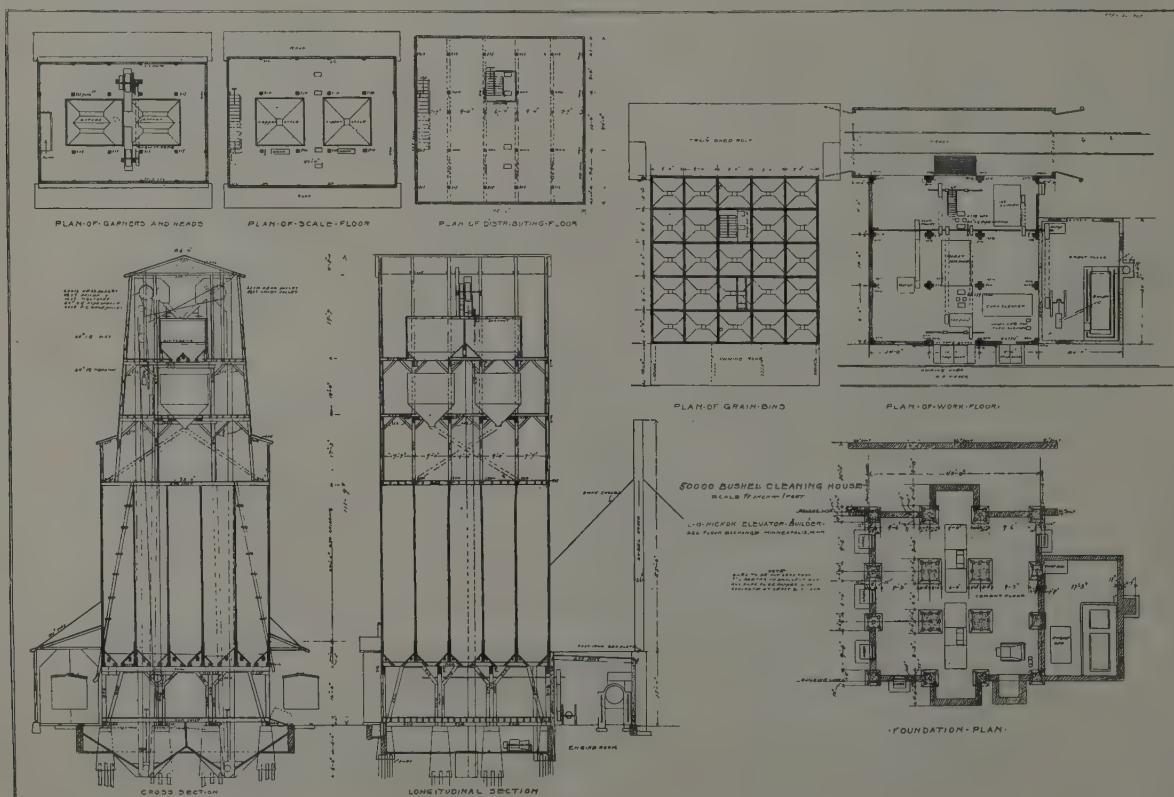
The Rock Island is planning a new short line across Iowa, via Knoxville, making the distance between Davenport and Council Bluffs less by 40 to 50 miles.—I.

During the past season 61,000,000 bus. of wheat passed thru the Soo Canal, a decrease of 20 per cent. Other grains passing thru amounted to 28,000,000 bus., a decrease of 16 per cent.

A fine of \$10,000 per month for maintaining the tunnel obstructions in the Chicago River is provided in the bill introduced by Representative Mann and advocated by the Lake Carriers Assn.

A ship canal connecting the Great Lakes with the Atlantic Ocean was advocated by O. P. Austin, chief of the Bureau of Statistics, at the annual banquet, Jan. 7, of the Rochester Chamber of Commerce.

The Southwestern Lumber Assn. is pushing a bill requiring railroads to begin transportation of property within 5 days after written application by the shipper. The freight must be kept moving a specified number of miles per day. The penalty in each case is \$10 per day.



Plan for 50,000-bu. Cleaning House.

The trunk line, the central freight assn. and the southern classification committee, as well as the New England roads, desire to have the uniform bill of lading in general use not later than April 1.

The Great Western has made a reduction in thru rates on grain and grain products from Missouri River points and Leavenworth to Newport News, Va., of 3 cents per 100 pounds. The new rate is 24 cents.

On account of the investigation into the accounts of the Interstate Commerce Commission its hearing of the complaint of the Cannon Falls Farmers Elevator Co., of Cannon Falls, Minn., against the railroads has been postponed to Jan. 12.

Governor Odell, in his message Jan. 6, proposed to raise the \$101,000,000 needed for the construction of the improved and enlarged Erie Canal by indirect taxation as fast as the work progresses, instead of issuing bonds, thereby saving the state \$40,000,000 interest, and compelling the present generation to pay for benefits that future generations will enjoy.

The steamer John T. Hutchinson, which was wrecked on a rock in Lake Superior and abandoned by the crew, was released by the rise of the waters and discovered floating at anchor when the storm had subsided. The boat proceeded to the lower lakes under its own steam, with 135,000 bus. of the 187,000 bus. of flaxseed composing the cargo. To lighten the boat 52,000 bus. was thrown overboard. The loss is estimated at \$150,000.

The Omaha Grain Exchange, T. F. Twamley & Son and Rudolph Beal brot suit Jan. 7 against the Chicago & Northwestern Ry. under the interstate commerce law, to compel the road to cease its alleged discrimination against Omaha. The cause of action is the recent issuance by the road of a tariff making the thru-rates from Nebraska points east 2 to 4 cents lower than the combined local rates from Nebraska points to Omaha and Omaha to Chicago.

The first hearing of the complaint of the Richmond Elevator Co., of Lenox, Mich., was held by Commissioner C. A. Prouty at Lenox recently. A second hearing will be held by the Interstate Commerce Commission at Detroit. Manager Heath of the elevator company testified that in the 3 months from Oct. 30, 1902, to Jan. 30, 1903, he had ordered over 400 cars for shipments from 5 stations, and that the road failed to furnish cars until after May 1, 1903.

Carrying wheat from Kansas City to Minneapolis by way of Chicago is a recent trick of transportation.

A first quarterly dividend of 2 per cent was declared Dec. 29 by the Great Western Cereal Co., on the preferred stock.

France's wheat crop this year, 358,315,000 bus., is the largest in 25 years, according to the minister of agriculture.

Rice is stored in every barn and chicken house on every rice farm between Victoria and New Orleans, for lack of warehouses.

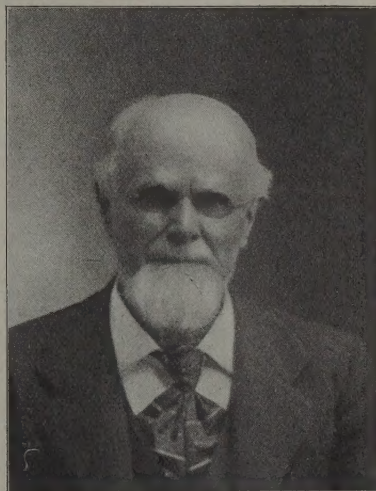
Australasia, from present prospects, will have 80,000,000 bus. of wheat for export this season; compared with only 20,000,000 bus. last season.

Dr. Moritz Meyer, a writer of repute on financial subjects, is accused of fraud in connection with the failure 2 years ago of the Grain Drying Co., of Cassel, Germany.

Charles T. Nash Dead.

Charles T. Nash, who founded the Nash-Wright Co., and built up a large grain receiving business at Chicago, Ill., died Dec. 30, after a long illness. His portrait is reproduced herewith.

Mr. Nash was born at Williamsburg, Mass., Jan. 31, 1837, and passed his boyhood in Putnam County, Ill. He removed to Bureau County in 1857, and first started as a merchant in Chicago in 1869, deal-



Chas. T. Nash, Chicago, Deceased.

ing in boots and shoes in Lake street, then the leading business thoroughfare of the city.

In 1876 he entered the grain commission business as one of the firm of Nash & Beebe, who were succeeded by Nash & Wright in 1879. The firm was incorporated as the Nash & Wright Co. in 1881 to better handle the growing business, and now is known as the Nash-Wright Co.

Altho well advanced in years, Mr. Nash's mind was as keen as ever and his advice was always sought and followed. He kept in close touch with the business and visited the offices of the company whenever he could since his health began to fail 14 months ago. He had the faculty of making lasting friends of all with whom he came in contact, and was greatly beloved by all his intimates.

The widow, one son, William Nash, and daughter, Mrs. Carrie L. Thurston, survive him.

National Board of Trade will meet Jan. 19 at Washington.

Germany's new grain duties are to be postponed until 1905.

Midwinter crop reports on wheat are not very valuable.—C. A. King & Co.

A. J. Rice, the wheat king of Northwest Kansas, this season harvested 200,000 bus.

Flaxseed was found almost impossible to pump by the wreckers on the steamer Hutchinson.



COVER'S Dust Protectors.
Rubber Protectors, - - \$2.00
Metal " - - 1.50
Sent POSTPAID on receipt of price; or on TRIAL to responsible parties. Have AUTOMATIC VALVES and fine sponges.
H. S. COVER
153 Paris St., South Bend, Ind.

SPEAR SAMPLE ENVELOPES

do not burst, break or leak. They deliver grain samples to destination intact and in good condition. Samples upon application.

Manufactured by Heywood Mfg. Co.,
Minneapolis, Minn.



We Are Large Manufacturers of Steel Roofing, Corrugated Iron, Etc.



We furnish this material in large quantities for grain elevators all over the country. We also take contracts for doing this work complete.

SYKES STEEL ROOFING CO., Chicago, Ill.

Feed Your Boiler with a Desmond Injector

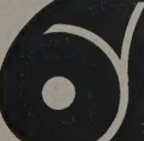
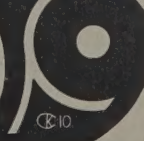
Simplest, Most Satisfactory, Least Expensive. It is easily taken apart and put together; all you need is a screw driver to take out the jets. Starts as low as 18 to 22 pounds of steam; works as high as 190 to 200 pounds.



It lifts water from 20 to 22 feet with 60 to 100 pounds steam pressure, and under same pressure handles hot water of 120 to 125 degrees.

The Desmond will grade lower than any other Injector made.
SOLD UNDER AN ABSOLUTE GUARANTEE.
WRITE FOR CATALOGUE.

Desmond-Stephan Mfg. Co. URBANA, OHIO.

After you once use the Seamless Cotton Grain Bags we make, there'll never be any other kind for you. Write for our prices.

MILWAUKEE BAG CO., Milwaukee, Wis.

Seeds

Clover is strong and timothy seed in fair request at Milwaukee.—I.

The 22d annual convention of the American Seed Trade Assn. will be held June 21 and 22 at St. Louis, Mo., with headquarters at the Forest Park University hotel.

Fire at Mt. Sterling, Ky., on the morning of Jan. 1 destroyed a large building occupied in part by the Sterling Grain & Seed Co., whose loss is total, with \$19,000 insurance.

No adjustment has been made of the loss on the Buckbee seed fire at Rockford, Ill., over six months ago. The proofs of loss claim \$118,000, while the insurance is \$77,000. The underwriters' adjuster is insisting upon the cost value of the seeds. The Buckbee Co. insists upon pay for a total loss.

A Kentucky dealer writes C. A. King & Co.: Central Kentucky will sow more clover seed this spring than for years past. This is on account of great number of wheat fields which were frozen out. Clover crop here was disappointment and dealers are buying some seed from centers near here. They are buying cautiously thus far, but are looking for higher prices.

Sam Williamson, one of the leading seed and grain dealers of Salt Lake City, Utah, has suffered such heavy loss on account of the poor crop of lucern seed upon which he depended to fill contracts, that he was compelled to go into bankruptcy Dec. 28. His liabilities are \$26,748, and assets nominal. The largest creditor is the Utah National Bank, \$7,300.

Seed exports during the 11 months prior to Dec. 1 were: Clover seed, 11,539,988 pounds; flaxseed, 1,024,521 pounds; timothy seed, 15,059,015 pounds and other grass seed valued at \$238,920; compared with 8,027,845 pounds of clover seed, 3,392,200 pounds of flaxseed, 9,389,764 pounds of timothy seed and other grass seed valued at \$478,029, during the same months of 1902, as reported by O. P. Austin, chief of the bureau of statistics.

Clover seed receipts at Toledo during the week ending Jan. 2 were 2,918 bags; compared with 1,810 bags for the corresponding week of last year. Receipts for the season have been 85,000 bags, compared with 66,000 bags for last season. Shipments for the week ending Jan. 2 were 1,780 bags, compared with 4,075 bags for the corresponding week of 1902. Shipments for the season have been 16,500 bags, compared with 16,900 bags for last season.

With appropriate weather the seed trade will open in a few days. Apparently a great deal of the territory we supplied last year has seed enough with which to supply themselves, and have some for sale besides, so that what orders we are getting are coming from new territory. Farmers are holding considerable seed, and show indications of wanting to turn it loose, though, as usual, they are slow sellers on an advancing market. Should the market turn down a little bit we look for a rush of seed.—W. H. Small & Co.

A Hamburg, Germany, seed dealer wrote C. A. King & Co., Dec. 18: Russia has good output with fine qualities. It seems to be the only country where seed has been harvested in good condition, but crop has been overrated. Some districts short, but on the whole it is good yield. Austria-Hungary and Germany show less favorable results, one-fifth of the crop has suffered from rains, while only 40 per cent. is in good condition. This was not fully realized until about a week ago and prices have risen since. France complains of bad results and prices have advanced. Great Britain seems to have a total failure and must buy largely where they can get the cheaper seed.

Seed receipts at Chicago during the week ending Jan. 9 were: Timothy seed, 479,432 pounds; clover seed, 185,908 pounds; other grass seed, 448,590 pounds; flaxseed, 38,950 bus.; compared with 501,500 pounds of timothy seed, 84,290 pounds of clover seed, 382,780 pounds of other grass seed and 23,400 bus. of flaxseed during the corresponding week of 1903. Shipments for the week ending Jan. 9 were 248,295 pounds of timothy seed, 257,485 pounds of clover seed, 349,945 pounds of other grass seed and 10,710 bus. of flaxseed; compared with 648,200 pounds of timothy seed, 140,000 pounds of clover seed, 130,000 pounds of other grass seed and 7,980 bus. of flaxseed, during the corresponding week of last year.

A number of Toledo seed men confidently believe that the eastern market will barely be supplied with sufficient seed, let alone the foreign demand which is beginning. The Toledo Field Seed Co. says: No, we do not look for \$8 seed. Mr. Prine, of Prine & Potter, stated: "Under certain conditions clover seed may reach \$8, but I would hate to bet on it." Mr. Kuehn is still confident that clover seed will reach the \$8 mark. The other big seed merchants of Toledo are not so enthusiastic over the prospect of seed reaching that mark. Mr. Burge, of S. W. Flower & Co., said: "I cannot see anything in the situation that would warrant \$8 seed; however, it may be possible for it to reach \$7.50 for a few days. Eight-dollar seed on the market makes it \$9 to the consumer, which is too high. I would like to see seed go to \$8 nevertheless."—H. P. D.

This is the season when large dealers commence to lay in their stocks for the coming spring trade, most of the buying up to the present having been done in the country at f. o. b. prices. The export trade has also begun, several good sized shipments of red clover and alsike having gone forward to the English market; but prices there are much lower than at this time last year, especially on alsike, Canadian having sold in London according to advices received by last mail at 55s to 57s per cwt. for choice qualities, against 73s to 74s a year ago. Red clover in the same market is lower than at this time last year, but not as much in proportion as alsike. The English market appears to be in a healthy condition, now that the season has fairly opened, and as the season's business is becoming generally encouraged by the very reasonable prices ruling a large volume of trade will no doubt be worked. The market here is quiet, but prices rule steady, and a good season's trade during the coming spring is confidently anticipated.—Montreal Trade Bulletin.

Resolutions of Respect.

The Advisory Committee of the Grain Dealers National Association has adopted the following resolutions of respect for the lamented Col. Prouty:

WHEREAS, Death has called our friend, colleague, and ex-chairman, Colonel C. T. Prouty; and

WHEREAS, Colonel Prouty, by his genial and warm-hearted nature, had won the confidence and close friendship of this Committee, and by his energy and personal interest in Association work, had become an important factor in the Grain Dealers National Association and the Advisory Committee; therefore,

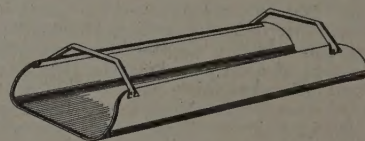
RESOLVED, That we, the members of the Advisory Committee of the Grain Dealers National Assn., do hereby express to the bereaved family our deepest and most sincere sympathy and assurance that we share with them in mourning the loss of a true friend and colleague, and that the Grain Dealers National Association has lost a most valuable friend and member; also,

RESOLVED, That a copy of this resolution be forwarded to the family of the deceased, Col. C. T. Prouty, and also that the same be published in the grain trade journals.

Geo. A. Wells, Chairman;
Geo. A. Stibbens,
E. J. Smiley,
H. B. Dorsey,
S. B. Sampson,
Geo. Beyer,
J. H. McCord,
J. J. Quinn,
G. C. Julius Spoerli,
M. G. Ewer,
Chas. Barta.

Double Ended Grain Scoop.

The improved grain scoop shown in the engraving herewith permits lifting grain from a pile by one end and discharging



from the other end without swinging the scoop around, into a sack or other receptacle. The inside measurement throughout the length of the scoop is uniform, thereby avoiding all wedging at either end and eliminating friction. The inventor is M. Voelker of Waterloo, Wis.

Italy's wheat crop is estimated by the minister of agriculture at 184,450,000 bus.; compared with 136,210,000 bus. in 1902. The crop is also 19,863,000 bus. larger than that of 1901.

During the 7 months prior to Aug. 1, 76,568 tons of hemp were exported from the Philippine Islands; compared with 55,271 tons for the same months of 1902, as reported by the War Department.

A 50-pound weight has recently been legalized by the British government on the petition of grain importers and merchants of Liverpool. It is believed to be the entering wedge of the decimal system.

The London Produce Clearing House has issued a circular to the trade proposing to establish a market for futures on an ex-ship basis, in accordance with the terms on which most of the maize now is sold.

Winter rye seeded this fall covers 98 per cent of the area sown a year ago, as reported Dec. 10 by the statistician of the Department of Agriculture. Its condition Dec. 1 was 92.7; compared with a 9-year average of 96.9.

The Jeffrey Manufacturing Co.
COLUMBUS, OHIO, U. S. A.

ELEVATOR and MILL SUPPLIES.



JEFFREY Standard Grain Buckets.

Jeffrey
Detachable Chains, Spiral Conveyors,
Sprocket Wheels, Shafting,
Elevator Buckets, Hangers,
Elevator Bolts, Pulleys,
Elevator Buckets, Gearing,
Cotton Belting, Set Collars,
Rubber Belting, Clutches,
Leather Belting, Couplings.

SEND FOR OUR CATALOG.

Grain Receiving Ledger FORM 33.

Is designed for use by grain buyers who keep individual accounts and is ruled for facts regarding wagon loads received from farmers. Each book contains 200 pages and each page is ruled for records of 39 wagon loads. The pages are numbered and a good index is bound in front part of book. Each page can be used for one or more accounts as desired. The pages are 8x13 inches and ruled with column headings as follows: Date, Article, Gross, Tare, Net, Bushels and Pounds, Price, Debit, Credit and Remarks. The paper used is heavy linen ledger, bound in heavy cloth covers with Russia back and corners. Price \$2.25.

FOR SALE BY

GRAIN DEALERS COMPANY
255 LaSalle St., CHICAGO, ILL.

DUPLICATING SCALE TICKET BOOK

No. 62, is designed especially for country dealers who use scale tickets. It is a book 9x12 inches, check bound in heavy board covers. It contains 200 sheets, 100 white perforated sheets being interleaved with 100 manila sheets. On one side of the white sheets are printed 8 scale tickets, each ticket being printed, ruled and spaced for the following information: Date; Bot of; Price per Cwt; Price per Bu.; Driver on, Off; Gross; Tare and Net Lbs.; Net Bus.; Weigher. It is intended that a sheet of carbon shall be placed between the white and manila sheets, so that altho the weigher tears out a ticket and gives to each driver, he retains a facsimile of each scale ticket given out, 800 tickets in each book, Price \$1.25.

Grain Dealers Company,
255 La Salle Street, Chicago, Ill.

MODERN POWER TRANSMISSION ENGINEERING

exemplified with typical installations in each issue of

Power and Transmission

(American Edition — English Edition)

Of special interest to those contemplating mill or factory improvements.

Sample copy free. Address:

THE DODGE MANUFACTURING CO., MISHAWAKA, IND., U.S.A.
MANUFACTURING ENGINEERS.

BRANCHES—Boston; New York; Chicago; Cincinnati; Atlanta; London, Eng.

The Value

of an "ad" is not measured by what it costs, but by what it pays the advertiser.

LOCATIONS FOR ELEVATORS

In Illinois, Iowa and Minnesota on the line of the

Chicago Great Western Ry.

Opportunities for men with capital to invest in paying modern elevators. No section of the country is so free from crop failures. Write for maps and full information.

W. J. REED,

Industrial Agent., C. G. W. Ry.
604 Endicott Bldg.
St. Paul, Minn.

MANUFACTURERS

Contemplating establishing plants in the West, should take advantage of a location on



C. & N. W. RY.

THE PIONEER LINE
WEST AND NORTHWEST OF CHICAGO
which reaches the famous

**WATER POWERS,
COAL FIELDS,
IRON ORE RANGES,
HARD AND SOFT LUMBER
DISTRICTS**

of the West and Northwest, and affords the best means of transportation to the markets of the world.

For further particulars apply to

MARVIN HUGHITT, Jr., E. D. BRIGHAM,
Freight Traffic Mgr. Gen. Freight Agt.
CHICAGO

Auditors, Bookkeepers

and other accountants who check over Grain Accounts will find Clark's Decimal Grain Values an invaluable assistant. By its use the labor will be reduced to a minimum, errors will be prevented and time saved.

Write for Descriptive Circular

Grain Dealers Co.

255 LA SALLE ST.
CHICAGO, ILL.

If You Want to Reach

The Grain Dealers of the Country
Advertise in the Grain Dealers Journal.

Corn and Feed Mills



It... *to have one in connection*
Pays *with an elevator, and to*
have the BEST one.

Ours has no equal in STRENGTH,
DURABILITY, EFFICIENCY,
CONVENIENCE, CAPACITY, and
QUALITY OF WORK.

Several Sizes. Prices Very Reasonable.

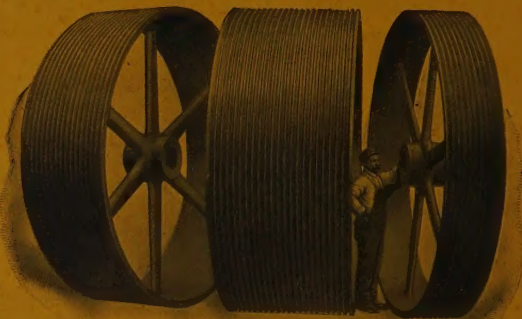
Allis-Chalmers Company

4 Roll and 6 Roll
Gear or Belt Drive
for Slow Roll.

GENERAL OFFICES:

New York Life Bldg., CHICAGO, ILL.

WEBSTER M'F'G. CO.



MANUFACTURERS OF UP-TO-DATE

**ELEVATING, CONVEYING and
POWER TRANSMITTING MACHINERY**

Write for Catalogs

GENERAL OFFICE AND WORKS:

**1075 WEST 15TH STREET
CHICAGO**

Eastern Branch, 38 Dey St., NEW YORK CITY

What Saith the Rooster?

*Cocka doodle du,
And the old maid?
Any dude 'll do.*

The condition here suggested is both critical and unfortunate. Doubtless, however, it could have been avoided had the lady taken advantage of her opportunities. Perhaps you are now in the market for a Dust Collector and an opportunity is offered to get the best. "Any" should not do when you can



Get Day's Dust Collector

at a reasonable price.

H. L. DAY, 1118-26 YALE PLACE,
MINNEAPOLIS, MINN.

POSTAL FOR BOOKLET.

FRIEND B. Y. ER:

DO YOU WANT TO GET IN TOUCH
WITH A LIVE, WIDE-AWAKE, PRO-
GRESSIVE MILL AND ELEVATOR MA-
CHINERY HOUSE—ONE ALWAYS
LOOKING AFTER THE BEST INTEREST
OF ITS FRIENDS AND PATRONS? IF
YOU DO, YOU MAKE NO MISTAKE BY
GETTING IN COMMUNICATION WITH

WELLER MFG. CO.

CHICAGO, ILL.

LEADING MANUFACTURERS OF GRAIN
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